

WITH BRITISH INDUSTRY SECTION.

# THE ILLUSTRATED LONDON NEWS

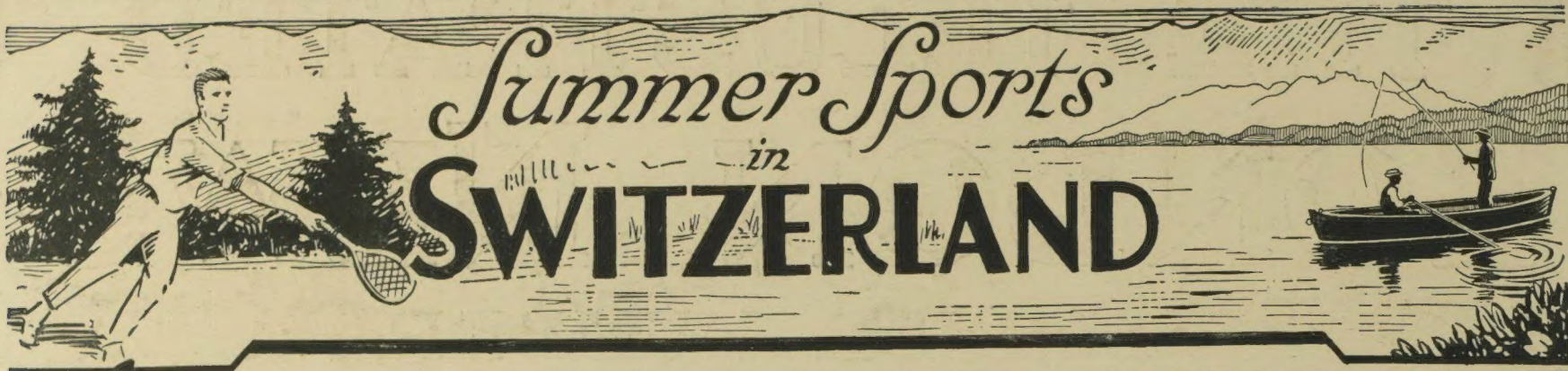
SUMMER NUMBER

1k

1k







Golf, Tennis, Sailing, Fishing, Motoring, Cycling, Walking, Mountaineering; all these healthy holiday pastimes can be enjoyed in Switzerland, where flower-filled meadows border lakes and rivers, and climb far up the slopes leading to the snowfields.

Intending visitors may obtain expert advice and reliable information from the Official Agency of the

## SWISS FEDERAL RAILWAYS,

11b, Regent Street, Waterloo Place, LONDON, S.W. 1.

Illustrated Booklets, Maps and Hotel Guides free on application.

## GRINDELWALD

Glaciers, Grotto, Gorge. Mountain climbing. All Sports. Motor Road Railway to Jungfraujoch.

For List of Hotels apply to **SWISS FEDERAL RAILWAYS, 11b, Regent Street, London** or to "**KURVEREIN GRINDELWALD.**"

### MINERAL SPRINGS OF SWITZERLAND.

## BADEN

(Near Zurich).—Thermal Cure Bath for rheumatism, gout, joint and throat diseases. All therapeutic factors at the bath hotels. Inhalatorium. Kursaal with large park. Concerts daily, Theatricals, Balls. Prospectus through the Administration.

## SCHINZNACH BAD

On the main line—Zurich—Brugg—Berne.

According to Prof. Frendwell, M.D., the chief sulphur springs on the Continent.

**KURHAUS** Pension from 14 Frs. **PENSION HABSBURG** Pension 10-13 Frs.

Tennis, Fishing, Orchestra, Excursions, Large Parks.

Efficacious in cases of Gout and Rheumatism (including Sciatica, Lumbago, etc.), diseases of the bones and joints, Suppuration of Wounds and Filaments, Chronic Inflammation of the Veins, Varicose Veins, Tumours, Scrofula, Arteriosclerosis, non-tuberculous Catarrh of the Bronchia, Asthma.

## BERNESE OBERLAND.

*Alpine and Lake Centre.*

Prospectuses, Hotel Price Lists from—

**Oberland Tourist Office, INTERLAKEN.**

## BATENBERG NEAR INTERLAKEN (4,000.FT.) GRAND HOTEL VICTORIA

BRITISH PROPRIETORS - MAGNIFICENT SITUATION  
SPLENDID PANORAMA-200 BEDS-TENNIS-ORCHESTRA  
R. BAEHL, MAN.

### FRENCH SWITZERLAND

## CAUX Summer Resort

3,800 feet above sea level.  
Immense Park and Pinewoods.  
20 hours from London by Orient Express. Paris-Montreux Through Car.

**CAUX PALACE** 300 beds. Tennis. Garage. Orchestra. Dancing.  
**HOTEL REGINA** 250 beds.

## GENEVA

**Hotel Beau Rivage**

Finest position on the Lake.

Facing Mont Blanc

## LAUSANNE

*French-skiing Switzerland.*

**Residence — Education**

All Summer and Winter Sports.  
Splendid Golf. Tennis. Excursions.

## GENEVA

**Grand Hotel de la Paix**

Renovated—Up-to-date.

Facing Lake, View Mont Blanc.

J. BAEHL, Adm.

## LAUSANNE—

**Lausanne Palace—Beau Site**

Finest position in the town. Overlooking the lake and the Alps.

Rooms, cuisine and service of supreme excellence

PARK. TENNIS. GOLF.

Justin Baumgartner, Dir.

## V E V E Y

**THE GRAND HOTEL and PALACE.**

100 rooms, 30 new bathrooms. Unique situation in its own Park of 50,000 square metres, right on Lake shore. Two tennis courts.

## INTERLAKEN

**GRAND HOTELS**

**VICTORIA & JUNGFRAU**

The leading Houses. Best situation.

Unique Comfort. Unexcelled Restaurant.

## THUN Bernese Oberland

**PALACE HOTEL — THUNERHOF**

Strictly first-class: incl. terms from Frs. 12.

**HOTELS BELLEVUE and PARK**

Most comfortable family Hotels; inclusive terms from Frs. 12.

Large private Park on lake shore. Golf, Tennis, Orchestra, Bathing. For particulars apply to Henry Schultz, Manager, formerly Maloja Palace.

### CENTRAL SWITZERLAND

## ANDERMATT

4700 ft. Summer & Winter Season. Centre of Alpine roads, railways Furca, Oberalp, Gotthard.

**BELLEVUE HOTEL**—Up-to-date in every respect.

## ENGELBERG

Near LUCERNE—3,400 ft.

The Sporting Place of Central Switzerland. Prospectus and Hotel Price Lists from Official Enquiry Office, **ENGELBERG**

### THE GRISONS.

## ST. MORITZ

**Engadine, Switzerland.**

6000 ft. alt.

Golf Championships, 18 and 9 Hole Links.

International Lawn Tennis Matches.

Trout Fishing.

Roads open to Motor Cars.

Leading Hotels (with Garage):

**THE GRAND HOTEL**  
**THE KULM HOTELS**  
**THE SUVRETTA**  
**THE PALACE**  
**THE CARLTON**

## VILLARS s/BEX. 4,500 feet. Simplon Line.

The Sporting Centre of French Switzerland

Golf — Open-air Swimming — Physical Culture — Tennis.

**PALACE HOTEL** **GD. HOTEL de MUVERAN** **HOTEL BELLEVUE**

Open in June.

Motor Road.

Garage.





# DINNEFORD'S MAGNESIA.

The most suitable aperient  
—for all Ages.

Dinneford's Magnesia cannot harm the most delicate constitution, and has proved highly beneficial in cases of Acidity of the Stomach, Heartburn, Headache, Indigestion, Sour Eructations, Bilious Affections, &c., &c. A safe, mild, effective aperient for people of all ages.

Solid or powdered magnesia should *on no account* be taken, as it is likely to cause trouble by forming hard, insoluble lumps in the bowels.

You take no risks with Dinneford's Magnesia.  
Recommended by Doctors for over 100 years.

## AVOID IMITATIONS.

Look for the name "DINNEFORD'S" on every bottle and label.  
Price 1/3 and 2/6 per bottle.

The SUPER Cigarette

# Spinet

LARGE OVAL  
CORK-TIPPED

20 for 1/6      50 for 3/9  
Also 100's

*Soothing as an Old Time Melody*



"Paddy Flaherty"  
IRISH WHISKY

Now  
on Sale  
in  
Great  
Britain  
and the  
Dominions

The only Whisky with a £1,000 Guarantee  
that every drop is 10 YEARS OLD and  
PURE Pot Still.

CORK DISTILLERIES CO., LTD., CORK.

For uses innumerable.

On Sale Everywhere.  
Tubes, 4d., 6d., 9d.

# SECCOTINE

(Registered Trade Mark)

USE IT, AND MEND BREAKAGES AS THEY OCCUR.

Write for free booklet.

M'Caw, Stevenson &  
Orr, Limited, Belfast.

# COINTREAU

"Triple Sec"

Extra Dry for England—see neck label.

THE WHITE LIQUEUR WITH THE EXQUISITE FLAVOUR  
AT ALL LEADING RESTAURANTS, HOTELS AND STORES.

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New Illustrated Catalogue  
on request.

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GLASGOW,  
BIRMINGHAM.



BY APPOINTMENT

# ST. MORITZ

Golf Championships. 18 & 9 hole Links. International Lawn  
Tennis Matches. Trout Fishing. Roads open to motor cars.

ENGADINE  
SWITZERLAND  
6000 ft.

The Leading Hotels

THE GRAND HOTEL  
THE KULM HOTELS  
THE SUVRETTA  
THE PALACE  
THE CARLTON



*Harvey Nichols*  
of Knightsbridge

## PERSIAN RUGS and STRIPS

We have just received a further collection of Persian Rugs, all of which are particularly interesting. The colourings are old and subdued, and the Rugs are of excellent quality and marked at most moderate prices. We quote below a few examples:

ft.	ins.		ft.	ins.		ft.	ins.		ft.	ins.		ft.	ins.				
9	5	x	3	10	£5 19 6	9	11	x	3	10	£6 15 0	9	11	x	3	10	£6 15 0
8	4	x	3	6	5 19 6	8	8	x	3	0	6 15 0	8	8	x	3	0	6 15 0
7	8	x	3	5	5 19 6	9	7	x	3	3	6 15 0	9	7	x	3	3	6 15 0
8	1	x	3	2	5 19 6	8	10	x	3	4	6 15 0	8	10	x	3	4	6 15 0
7	4	x	3	4	5 19 6	9	1	x	3	2	7 7 0	9	1	x	3	2	7 7 0
6	11	x	2	9	5 19 6	9	4	x	3	3	7 7 0	9	4	x	3	3	7 7 0
8	10	x	3	7	6 6 0	8	11	x	3	7	7 7 0	8	11	x	3	7	7 7 0
9	6	x	3	1	6 6 0	9	5	x	3	10	7 7 0	9	5	x	3	10	7 7 0
9	5	x	3	7	6 15 0	9	3	x	3	4	7 7 0	9	3	x	3	4	7 7 0
9	8	x	3	0	6 15 0	9	0	x	3	8	7 7 0	9	0	x	3	8	7 7 0
9	2	x	3	7	6 15 0	9	5	x	3	6	7 7 0	9	5	x	3	6	7 7 0
8	3	x	3	2	6 15 0	9	6	x	3	10	7 10 0	9	6	x	3	10	7 10 0

All quoted subject to being unsold.

HARVEY NICHOLS & CO., LTD., KNIGHTSBRIDGE, LONDON, S.W.1



Extra long Pictures on Standard Spools

### Why leading experts prefer "N & G" Cameras

The late Sir Ernest Shackleton referring to his "N & G" Camera wrote:  
"I used it throughout the expedition without finding a single fault... during the whole of the time the results have been uniformly successful."

#### "N & G" ROLL FILM 'SIBYL' CAMERA

Without question the finest roll film pocket camera procurable. Fitted with "N & G" high-precision shutter. Full range of speeds. Folding Reflector Finder. Full vertical and horizontal rise. British made throughout, with British lenses. Focussing scale, shutter speeds, and angle of view of finder guaranteed accurate. Gives extra long pictures on standard spools. Sizes: Vest pocket, 3 1/4 in. by 2 1/4 in., and 1/4 plate. From

## £22

If you want the finest possible results, send to-day for fully illustrated and descriptive catalogue "L" of our various models, or ask any photographic dealer to show you an "N & G" "Sibyl" Camera.

## NEWMAN & GUARDIA

17/18 RATHBONE PLACE OXFORD ST. LONDON, W.1. LTD



# Soirée

THE fragrance of a thousand flowers lies captive in the amber heart of Soirée—the latest triumph of the perfumer's art that gives the *cachet* of exclusiveness—the hall-mark of Paris.

Crème, Parfum and Poudre are now obtainable in this exquisite new series, so that Madame may now delight in the triple harmony of her toilet requisites.

SOLD ONLY BY

*The Boots Chemists*

Crème Soirée 2/6  
Parfum Soirée 12/6  
Poudre Compacte 1/6  
Poudre de Riz 2/3

Over 770 Branches throughout Great Britain.

Boots Pure Drug Co. Ltd.

## WORK!

Everyone wants work now—productive work with the best implements to restore quickly prosperity and happiness.

**Make more, do more, sell more.**

Scrap old tools, old ways. Restlessly search for that which is better.

Even such a simple thing as a pen should be the best obtainable.

"Swan" Pens are better to-day than ever before—more quickly filled, free from faults or weakness, efficient in the highest degree, durable and fast in action. Get a "Swan."

For the man of big affairs—the Executive, we recommend the "Eternal" Swan.

Go to your Stationer and get a "Swan" to fit your hand—if you are not fully satisfied in a week, he will exchange it, or refund the price.

# "SWAN"

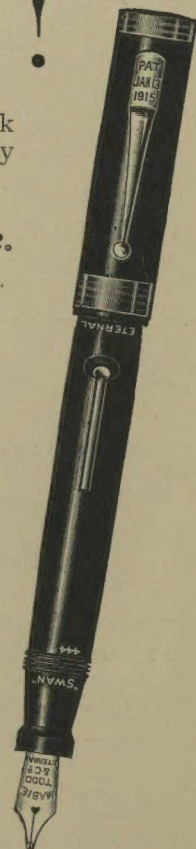
## FOUNTAINS

Self-Filling Type from 15/-  
Other "Swans" from 10/6

CATALOGUE POST FREE.

MABIE, TODD & Co., LTD., Swan House, 133 & 135, Oxford St., London, W.1. Branches: 79, High Holborn, W.C. 1; 97, Cheapside, E.C. 2; 95, Regent St., W. 1; and at 3, Exchange St., Manchester; Paris, Brussels, Zurich, Barcelona, Sydney and Cape Town.

Factories: HARLESSEN, N.W. and LIVERPOOL.



Made in three sizes, all Self-filling. Black or Red. Points medium and fine.

Prices:

No. 444 27/6 post free  
" 446 30/-  
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Other Self-filling

"Swan" Pens:  
15/-, 17/6, 21/- to £15 in gold.



PLAYER'S MEDIUM NAVY CUT WITH AND WITHOUT CORK TIPS



"Quality First"

It's the  
Tobacco  
that Counts

10 for 6<sup>D</sup>  
20 for 11<sup>1D</sup>/<sub>2</sub>  
50 for 2/5  
100 for 4/8



PERFECTLY MADE FROM CHOICE OLD VIRGINIA TOBACCO





By Appointment to  
H.M. the late Queen Alexandra.

## Turnbull & Asser

Lady's Crêpe  
de Chine  
Dressing  
Gown

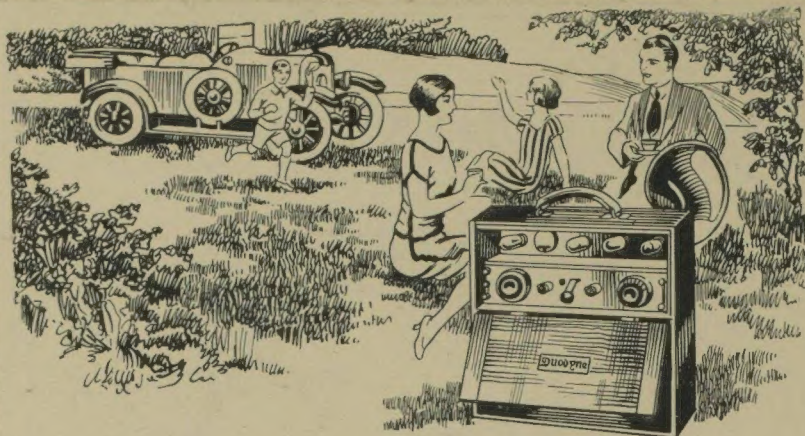


with Crêpe  
de Chine  
Scarf, hand-  
embroidered  
Monogram.

RESIDENTS in London and visitors this season should not fail to visit our Salon at 71 and 72, Jermyn Street, where a rare and beautiful collection of Dressing Gowns of superlative artistry may be viewed.

71-72, Jermyn Street, St. James'  
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Tel.: 'Paddywhack, London.'  
Phones: Gerrard 4631, 4632.



## PORTABLE RECEIVERS

Each in their category the MOST POWERFUL on the market

NO AERIAL NO EXTERIOR CONNECTIONS NO EARTH

**DUODYNE PORTABLE III** ALL COMPLETE

Price: £20 : 15 : 0 — No Extras.

**DUODYNE PORTABLE IV** ALL COMPLETE

Price: £25 : 0 : 0 — No Extras.

AND

The **CURTIS** DOUBLE **SUPERHET "8"**

PORTABLE RECEIVER. LOUD SPEAKER RANGE: 750-1000 MILES

Price: £56 : 5 : 0 — No Extras.

**PETER CURTIS, Ltd.,**  
11, Red Lion Square, London, W.C.1

Telephone:  
Chancery 7543.

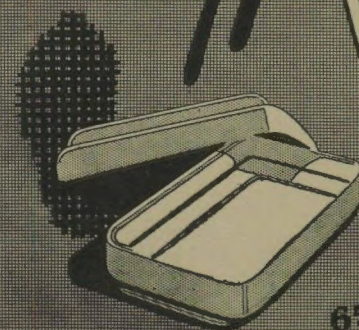
Telegrams:  
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# TRAVELLERS!

## Your SOAP BOX



needs  
a tablet  
of  
**WRIGHTS**



BUY  
BRITISH  
SOAP

6" PER TABLET • BATH SIZE 10"



# The Romance of a Great Organisation.

**"SERVICE, EFFICIENT and COMPLETE"** has been the ideal set and followed faithfully by the firm of Boots The Chemists. The necessary spirit of enterprise has been irrepressibly present in all its undertakings and activities.

Nottingham is the home and hub of this great enterprise, where the firm's laboratories, factories, warehouses and workshops, occupy some 30 acres.

The development of this great centre, with its fine and extensive blocks of buildings, can be truly described as a romance. Here, at the present time, over 4,500 employees are organised for the efficient production, packing and distribution of a multitude of products.

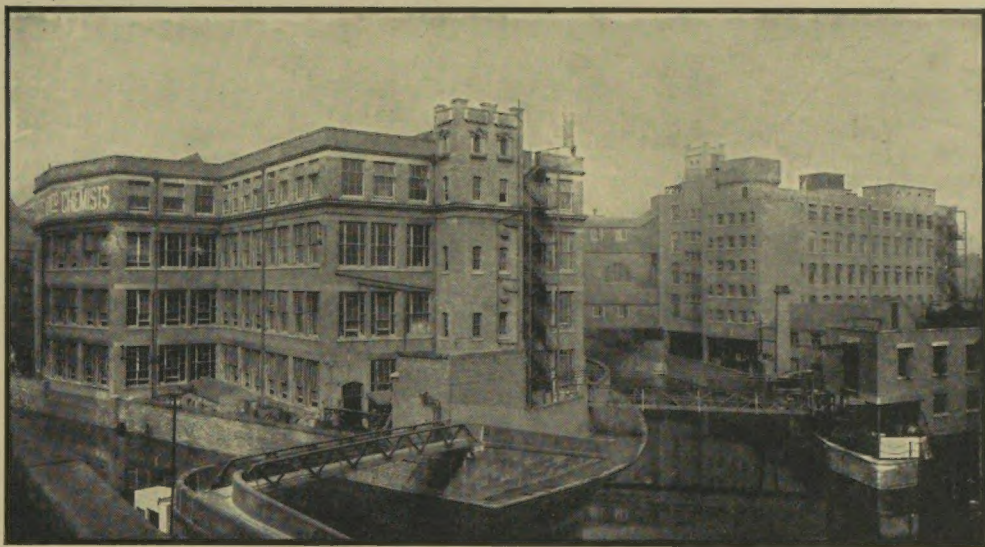
The work is systematically divided into sections. The Analytical Department has assigned to it an independent sphere. The chief analyst is in a very true sense the representative of the customer. His word determines the quality, and the quality is always as near perfection as scientific methods, care, human skill and modern mechanical equipment can ensure. This department is charged with the inspection and analysis of all raw materials coming into the works, and of all manufactured articles.

The great number of analyses made is evidence of the constant striving after quality which justifies the popular slogan, "You are safe in dealing with Boots."

Chemical Research and manufacture make up another section. Continuous, patient, and systematic application in the effort to make more perfect the processes used in the production of a whole series of Fine Chemicals and synthetic perfume bases is carried on, year in, year out.

The Fine Chemical Section has been working to capacity throughout the year, and further progress has been made in the production of Saccharin and special medical products.

The preparation of Insulin from the pancreatic glands of oxen has been perfected, and INSULIN-BOOTS is now known all over the Empire. Its manufacture calls into consideration many important details. In addition to



Fine Chemical and Pharmaceutical Laboratories, Nottingham.

plant and laboratory for the actual extraction and purification, other laboratories are needed for testing the product at many stages, to meet the requirements of the firm's pharmacologist and bacteriologist. (The yield of pure Insulin from 1,000 cattle weighs approximately only four ounces.)

Another glandular product, "PITUITARY EXTRACT," has been developed and welcomed by the medical profession on account of its guaranteed potency.

THIOSTAB, a special preparation of sodium thiosulphate solution, in ampoules ready for use, for the treatment of Dermatitis and Metallic Intoxication, has proved an extremely useful preparation.

STABILARSAN (the firm's own patented improvement upon the German "Salvarsan") and BISMOSTAB, a special preparation of Bismuth for use in connection with Stabilarsan, are standard products in the treatment of specific diseases.

So great has been the development in this side of the firm's business that special laboratory facilities have recently been added.

Medicinal Gelatine Capsules, which provide the best means of prescribing many medicines, are made in great quantities by Boots.

The pill Department is replete with every modern appliance, including several automatic machines, each of which is capable of turning out over 1,000 gross of pills per day. The dimensions of the department in which, in different sections, lozenges, pastilles, and boiled sweets are manufactured are astonishing—as is also the tremendous output of each section.

An important branch of the firm's activities is the manufacture of compressed tablets. Portability, convenience, accuracy of dosage, thorough disintegration and full activity are essential in compressed drugs, and Boots pay great attention to these features. So much advance has been made on this side of the business that there is scarcely any drug to-day that cannot be reproduced in

the form of a compressed tablet. Much pioneer work has been carried out by Boots in this direction. Special equipment adequately isolated from other machinery, is in use for the manufacture of tablets for hypodermic use and for poisonous tablets—distinguishable by touch and in general appearance. Wholesale orders are received from Government departments and from firms abroad, and these are the best testimony of

the worth and scientific soundness of Boots tablets.

Visitors would be fascinated to watch the processes of soap manufacture. Important improvements in plant have been carried out in recent years, and many improvements in manufacture and technique have been introduced.

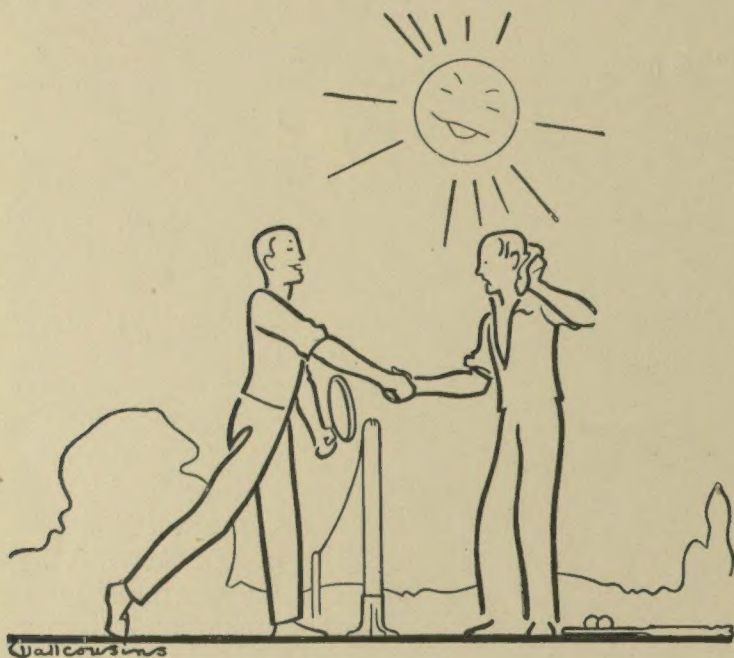
Boots' Perfumery Department, with its costly and scientifically designed equipment, is one of the largest perfume plants in this country. Here is a splendidly equipped store of 150 vats and tanks, with a capacity of 15,000 gallons. This department compounds all perfumes for the firm's Soap, Toilet Preparations and Powder Departments. Hundreds of gallons of Eau de Cologne and Lavender Water are bottled weekly.

An extremely important part is played by the firm's Transport Department, which serves all other departments in this gigantic organisation. A complete transport service expeditiously moves goods in all stages, conveying them as raw materials through the warehouses to the manufacturing departments, and finally, as the finished article, to the branches.

To-day Boots have over 770 retail establishments in Great Britain, Approximately 15,000 people (of whom more than 1,100 are qualified chemists) are employed by the Boots Companies, and last year 100,000,000 customers were catered for in their shops.

A day and night pharmaceutical service has been established by the firm in Piccadilly, London, and at New Street, Birmingham—one scale of prices operating throughout the whole 24 hours—further evidence of "up-to-dateness" on the part of a firm which has gained the well-merited title of "CHEMISTS TO A NATION."





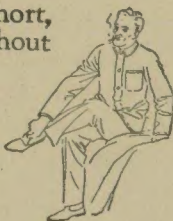
## Coolness wins the Game

THE keen player chooses his raiment as carefully as he chooses his racquet. The garb must fit the game, be light, roomy, airy. Every garment must facilitate action.

AERTEX garments are like this. They help. In the first place they are skilfully designed to fit well, to avoid any suggestion of tugging or cramping. There's a sense of muscle-freedom about their build.



Then, again, they are made from AERTEX fabric, glistening white stuff with a mesh-like pattern. This pattern is more than ornamental; it forms an air-circulating system, permits the free access of cooling, invigorating air to every pore of the body. In short, AERTEX fabric ensures coolness without chill; warmth without discomfort.



Hundreds of thousands of keen tennis players and others who lead active lives find that AERTEX is a considerable help to success.

Get into AERTEX this week-end and note the improvement in your game.

Complete ranges of AERTEX Garments for men, women and children are sold by hosiers, outfitters and drapers throughout the United Kingdom. In case of difficulty in obtaining, write to Cellular Clothing Co. Ltd., 72 & 73 Fore Street, London, E.C.2.

Illustrated Catalogue sent free on request to Cellular Clothing Co. Ltd., 72 and 73 Fore Street, London, E.C.2. Please state if catalogue of men's or women's garments is required.

# AERTEX

## UNDERWEAR, SHIRTS AND PYJAMAS



## IRELAND FOR HOLIDAYS



Ireland is once more open to the tourist and sportsman. Ireland the hospitable with its ten thousand welcomes.

Unsurpassed Mountain, Lake and River Scenery.

You have read of Ireland's charms: Go and see them. There are streams to be fished free, fairy glens to be explored, and a thousand miles of beauty to charm the eye.

Circular Tour Tickets are issued from: Euston or Paddington to Cork, Killarney, etc., giving the tourist the option of travelling by one route and returning by another.

Two Convenient Routes:

**HOLYHEAD to  
DUBLIN (Kingstown)**

**FISHGUARD to  
ROSSI ARE**

MODERATE "ALL IN" HOTEL CHARGES.

Illustrated Guide and Cheap Ticket Programme will be sent post free on application to the

London Midland & Scottish Railway	Euston
Great Western Railway	Paddington
Great Southern Railway	Dublin



## Two heads with but a single thought—

No hair preparation is so universally popular as Anzora. It keeps the most unruly and troublesome head of hair in position all day no matter how strenuous your exertions. Anzora gives to the hair that smooth, well-groomed appearance; is simple to use, clean and delicately perfumed. Join the many thousands of discerning men who use Anzora regularly. In 1/6 and 2/6 (double quantity) bottles from Hairdressers, Chemists, Stores, etc. Anzora Viola for dry scalps; Anzora Cream for greasy scalps.

**REFUSE ALL SUBSTITUTES**

# ANZORA

## MASTERS THE HAIR



# FASHION'S FAVOURITE

Glorious Ascot—where the pageantry of beauty, youth and fashion foregather. The woman who is particular about every detail of her toilet will not forget to carry with her on race days one of the watch-shaped bottles of "4711."

To banish languor and ease the tension of tired nerves, an occasional inhalation of "4711" will immediately revive and refresh.

OF ALL DEALERS IN HIGH-CLASS PERFUMES  
2/6, 4/9, 8/9, 14/-, 15/-, 30/- & 56/- per bottle.



Other items of "4711"  
Toiletries.

"4711" Bath Salts  
1/6 & 2/6 per bottle

"4711" Vanishing Cream  
1/- & 2/- per pot.

"4711" Soap  
2/- box of 3

"4711" Cold Cream  
1/6 & 2/6 per pot

And for Men Folk  
"4711" Shaving Soap  
(in aluminium case), 1/3

**& 4711. Eau de  
Cologne**



# GAMAGES

## Garden Furniture Display

**LARGEST STOCKS! RECORD VALUES!**

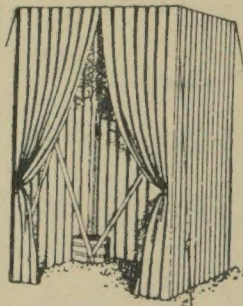
Whatever the size or treatment of your Garden, Gamages have just those delightful comforts and charming luxuries that make all the difference. The most wonderful and Colossal Display of Lawn and Garden Furniture in Gt. Britain. Shelters, Canopies, Tents, Pavilions, Hammocks, Awnings, all erected as in use. Beautiful Wicker and Enamel Furniture and prices exceptionally keen.

### CATALOGUE FREE

#### GARDEN ROLLERS

Solid ends. Round edges outside. Turned axles, balance handles, double cylinders, well fitted and neatly painted. Steel frame made in one piece, machine bored and faced, ground over entire length.

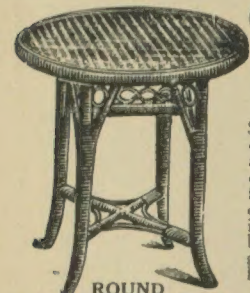
Ransomes and all Famous Makers' Goods Stocked



#### BATHING TENTS

Fold up into very small space, as illustration. In good quality striped canvas. Price complete. Superior Models in better qualities at prices up to

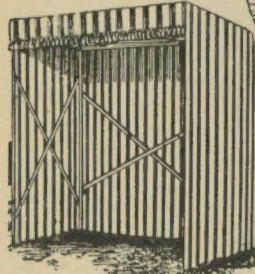
**35/6**  
**65/-**



#### ROUND CANE TABLES

Your Garden will be much more practical with a few tables. Strong, yet elegant, this is the ideal table for the garden. In fine quality cane with round top, 20 ins. diameter.

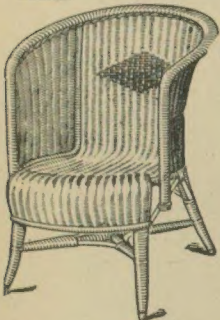
Price **26/-**  
Square Top Cane Table, size 18 ins. by 18 ins. Splendid quality. Price **24/9**



#### GARDEN SHELTERS

Size 6 ft. wide by 3 ft. 6 in. deep by 6 ft. high in front. Folding frame of selected hardwood, striped canvas.

Price **29/6**  
Superior Garden Shelter, in better qualities up to **127/6**, in Green Rotproof Canvas.



#### Natural Whole Rod WICKER CHAIRS

White Pulp Cane, tub shape Easy Chair. Filled-in sides and back, roll front and finished brass feet. Height at back, 29 ins. Seat 15 1/2 wide by 15 ins. from ground.

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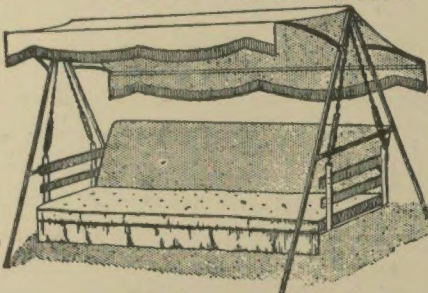
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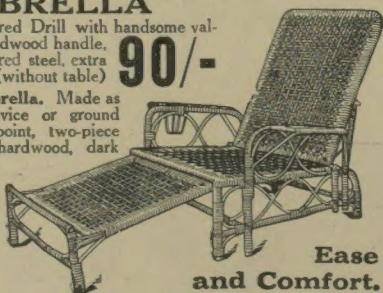
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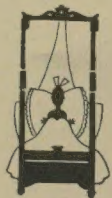
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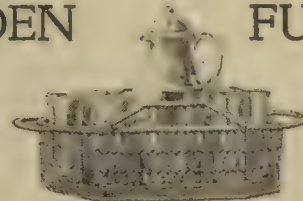
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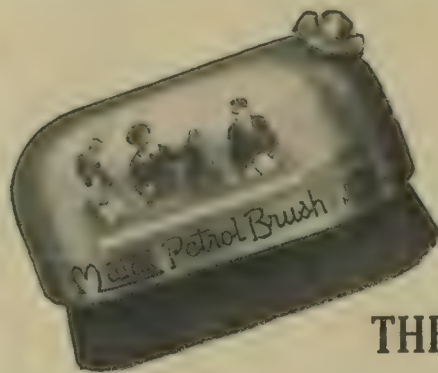
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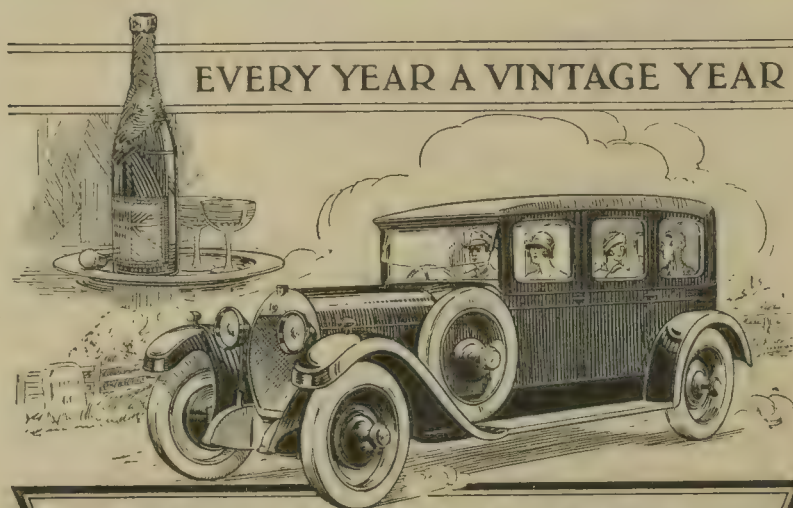
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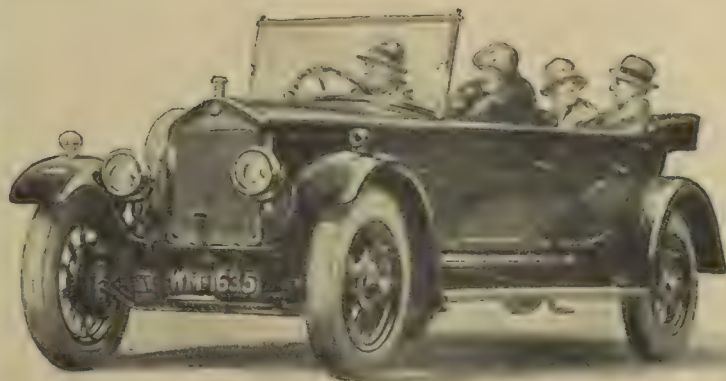


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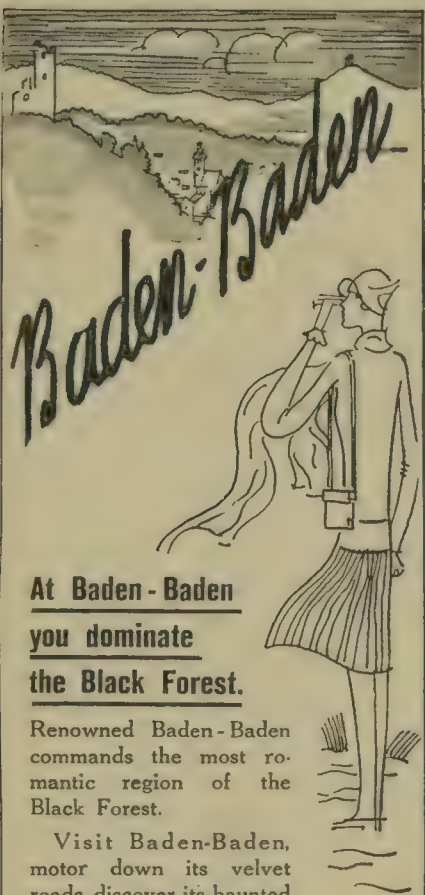
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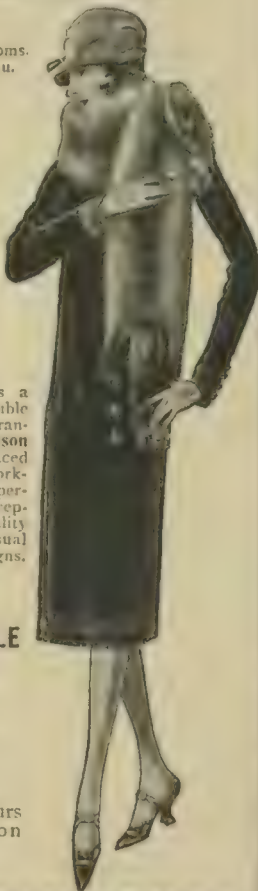


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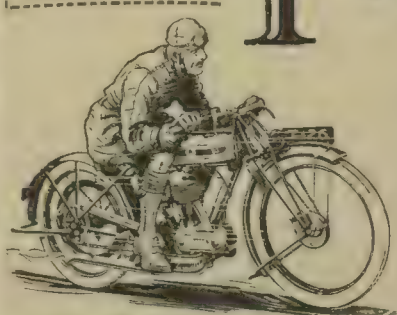


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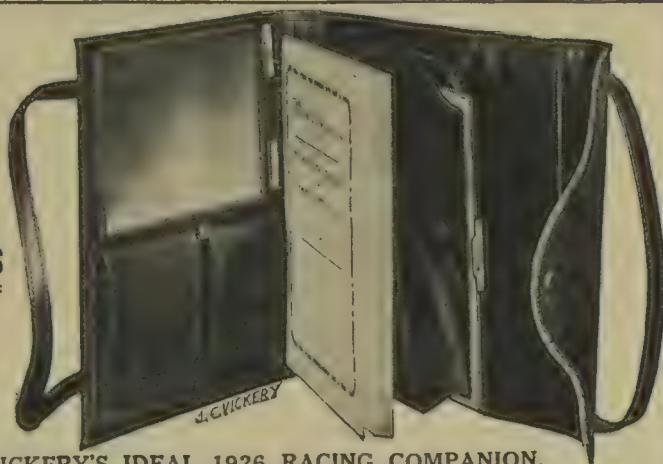
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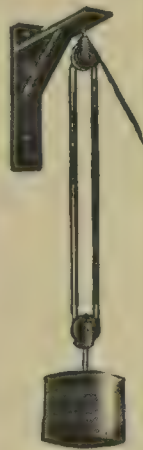


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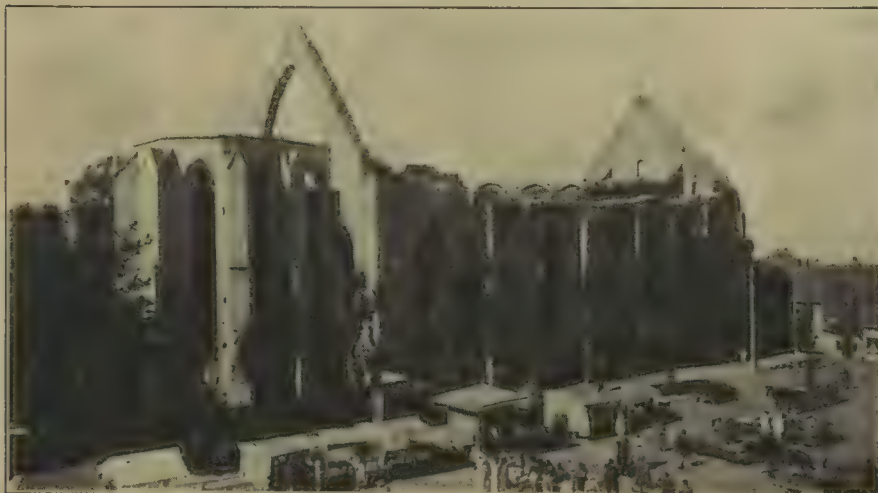
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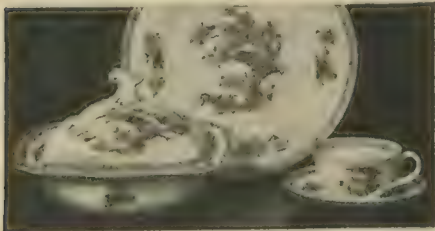
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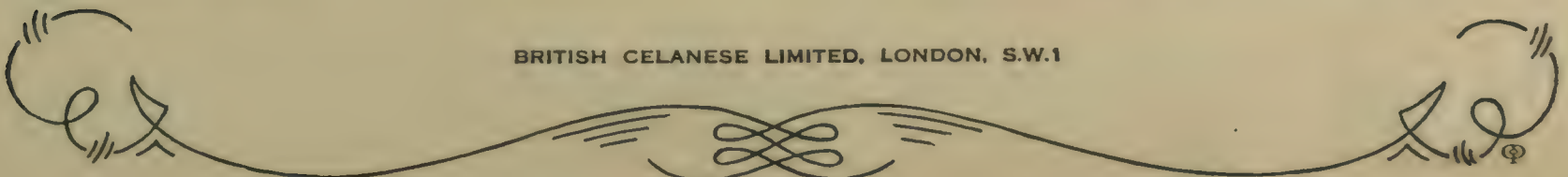
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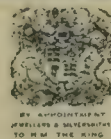
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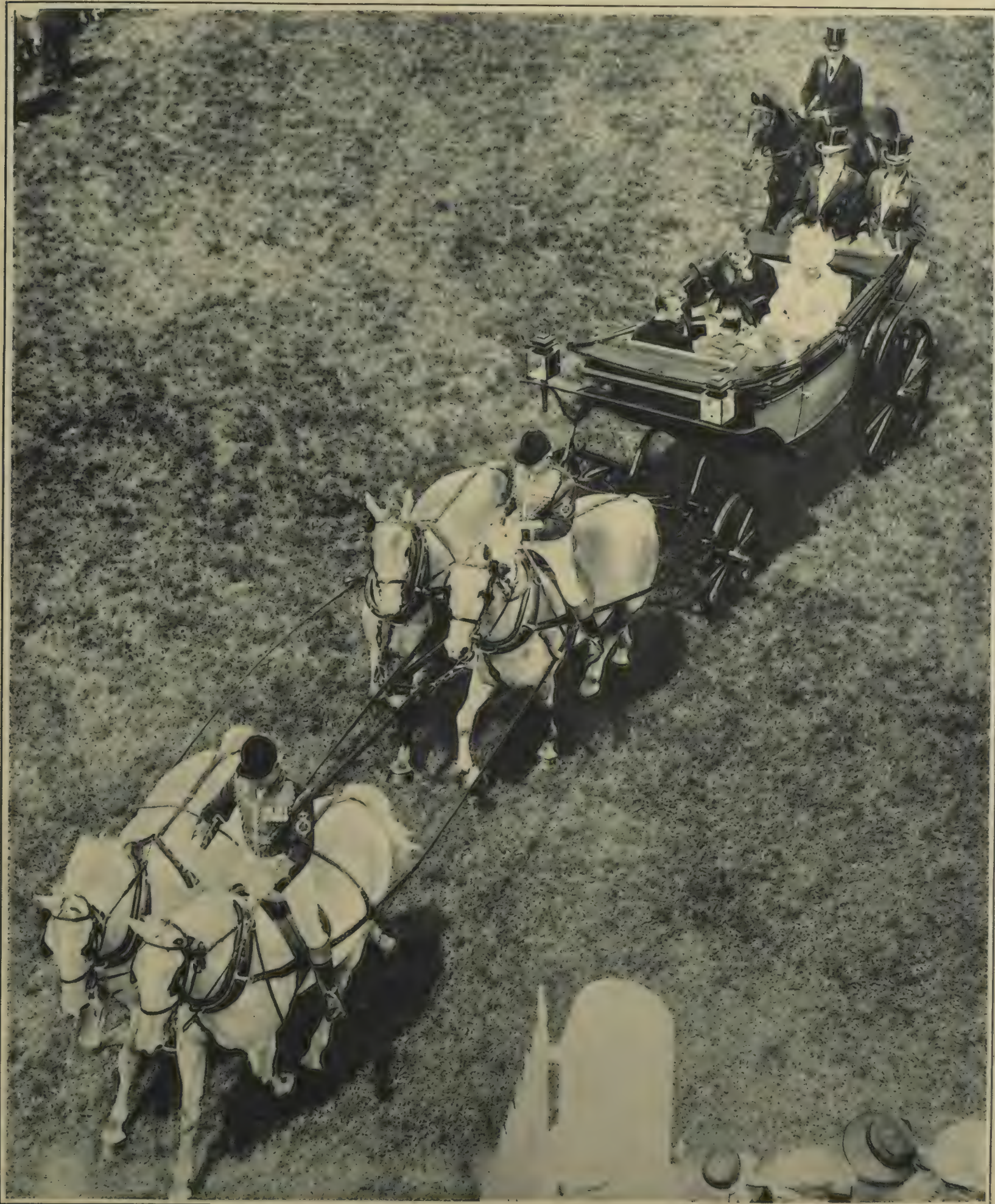


# THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, JUNE 19, 1926.

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ROYAL ASCOT: THE KING AND QUEEN, WITH THE PRINCE OF WALES AND PRINCE HENRY (ON THE LEFT)  
DRIVING IN STATE ALONG THE COURSE—AN UNUSUAL VIEW.

Royal Ascot opened on Tuesday, June 15, and the King and Queen, according to custom, drove in State along the course. With their Majesties in the first carriage of the Royal Procession were the Prince of Wales (seated opposite the Queen) and Prince Henry beside him. The royal carriage was drawn by

four greys with the postilions in their brilliant uniforms. The above photograph is interesting as being taken from an unusual view-point, an elevated position looking down upon the procession. Other illustrations are given on page 1059 in this number.—[PHOTOGRAPH BY TOPICAL.]





By G. K. CHESTERTON.

IT is to be hoped, as I said last week, that people will realise that Spain is not so black as it was painted by those who only painted the black hoods of Inquisitors or the Tennysonian dualism of Don and Devil. Spain in one sense is quite as black as it is painted, for its painters were particularly fond of painting in black. But being in black is by no means the same as being in mourning. We might almost say that the Spaniards are fond of bright colours, and that black is the brightest of all their colours. They are very fond of it in art and decoration; but the effect is not necessarily what the English used to call gloomy, but rather what the French have called *chic*. It throws up all the other colours, especially the typically Spanish colours of gold and orange and copper and dark red. There are aspects in which all Spain seems to be striped with red and gold, like the legendary shield of Aragon. But nothing could make that glowing shield glow more vividly than to be worn by a knight in black armour or carried by a page in black velvet.

The well-known picture of the Spanish lady wearing a black mantilla and a red rose would be sufficient to make us recognise the tradition. The mantilla alone shows that black is a gay colour, and almost the colour of frivolity. For the Spanish ladies who keep the old custom in this respect look far more like what the old ballads call "ladies gay," the dames of a joyous Court or the dancing girls of a jovial festival, than do the more modernised ladies who have obediently hidden their heads in the helmets of the last Parisian fashion. The colour of the Spanish scarf or veil is dark, but it is not dismal; it is bright because it is brisk; it can shift and change with posture and gesture and mood; it is alive like a black snake or a black bird or a black butterfly. The accident that some of Velasquez's great portraits have a sombre dignity that is almost Satanic, and that Goya made black-and-white studies that are like the sketch-book of a goblin, should not lead us to exaggerate the sombre side of this use of black. The Spaniards do indeed use it where nobody else I know of has ever used it. I have actually seen black patches in a coloured church window. This is contrary to the very conception of windows, but it is quite consistent with the Spanish conception of colours.

The same impression, and perhaps the same illusion, is doubtless produced by the Spanish churches, which are kept unusually, and to us unnaturally, dark. It would seem as if the architect, like the artist, wished to produce great blocks of black, and did it with great blocks of shadow. The altars and the altar-screens are prodigiously high and heavy, like the portals of the palaces of giants. They seem to made the darkness darker, throwing a shadow even upon shade. Yet even here we find the triumph of contrast, which is really the triumph of colour. The stained-glass windows are turned to swords of flame of an indescribable incandescence. The church is dark with the very density of its colour. The Spanish gold may be partly buried in the gloom, just as the Spanish gold of romance was so often buried in the green sea. But in the reality, as in the romance, we always think of the treasure as tremendously costly and complex and covering vast areas. Indeed, there is sometimes a sensation in these twilight churches of walking as if in the depths of the sea; as if the

hundreds of little candles were a phosphorescence, or the great canopies and banners the shapes of flat and floating fishes of gigantic size.

The contrast struck me very sharply when I had crossed the Pyrenees, and found again the French spirit in the church and castle of Carcassonne; in an open lantern of lofty windows, luminous as the soul of St. Louis. But though the French spirit has more clarity, it has not more colour; it has not even really more gaiety. There are all sorts of gaiety, even in the Spanish churches, when once we understand them; there is any amount of it in the Spanish streets

habitations. They are few indeed compared with the number of tourists who deliberately rush to see bull-fights, in order to boast that they cannot bear the sight.

I may remark, in passing, that I did not go to see any bull-fights, for a reason which I explained to my Spanish friends on the spot. I said I should be very much annoyed if one of my Spanish friends came to England, and instantly put on pink that he might rush to the meet and be in at the death of a poor little fox, and then turn round and say, "How hideous! How repulsive! What brutes in human form are the English, whose whole lives are passed in this degrading sport!" We can indulge in all sorts of controversy and casuistry about bull-fighting or fox-hunting, and there is a great deal to be said against both. But, whatever be the right way of treating a bull or a fox, there is a very wrong way of treating a man or a nation of men. And that is to make your first dash to see something that you know you will dislike, in order to tell him that you dislike it. That is not the way to begin to understand anybody or anything; it is simply taking a pride in prolonging your own prejudices and in learning nothing that might balance or correct them. It would be a very unfair way for a Hindu to judge England, and it is a very unfair way for an Englishman to judge Spain.

All countries have anomalies that strike us as abnormalities, or even abominations; but it is not seeing a country to look for the things that you abominate. Now I know that the Spaniards I saw are a kind people; they are astonishingly kind to children; they are not normally unkind to animals. There is a home for stray cats actually kept in the cloisters of the cathedral of Tarragona; and I have seen crowds of cats gathered round the image of St. Ramon Nonato, like the crowds of birds round St. Francis. There are plenty of ordinary people making friends with dogs and horses in the ordinary way. But if I had preferred a Grand Guignol thrill to a great experience of a great nation, I might have allowed it to get between me and all these things.

But this is a parenthesis; I was remarking that the celebrated procession at Seville is only the special and supreme example of a custom that is scattered all over these southern lands. The way in which religious mysteries are mixed with merry-making is very shocking to some people—especially, I have noticed, to the people who do not believe in the religious mysteries. Sceptics are so very sensitive on the point of reverence. But as I came in contact with these things, I could not but smile at the thought of those who have again been trying to prove to me that religion has no function but to make men sad. Those who gradually built up the ancient customs of mankind had a better sense of proportion and decoration. They knew, if only by instinct, how things grave and gay can be combined and distributed, and where flippancy is fitting and where solemnity fits in with it; what contrast will best bring out a real severity, and what is the psychological meaning of that profound phrase "comic relief"; just as the people of that southern land have always known, in dress and decoration, how a great blot of black brings out their crimson and their gold.



THE NEW GOVERNOR-GENERAL OF CANADA: LORD WILLINGDON, G.C.S.I. G.C.I.E., G.B.E.

It was announced a few days ago that the King had approved the appointment of Lord Willingdon as Governor-General of Canada, in succession to General Lord Byng of Vimy, whose term of office will shortly expire. Lord Willingdon has been successively Governor of Bombay and Madras, and is at present in China, where he has done valuable work in connection with the Boxer Indemnity.—[Photograph by Russell.]

and houses. There is all that spirit that is so puzzling to many people in the religious processions associated with Seville. I say associated with Seville; because, as a matter of fact, the association is much too arbitrary and limited. Most people imagine that the fantastic dance of dwarfs and giants is something that can be seen only at Seville, as the Eiffel Tower can be seen only in Paris. I, for one, did not even go to Seville, but I saw and heard any amount about such dances and processions in any number of other towns and villages. These ancient games and gaieties have been preserved in the past all over the Spanish peninsula; yet I fear that there are very few tourists who trouble much about them in their less famous



## ASCOT LUCKIER THAN THE TEST MATCH: A ROYAL ARRIVAL IN SUNSHINE.

PHOTOGRAPHS BY TOPICAL.



THE GREAT SOCIETY RACE MEETING OF THE SEASON: ASCOT—A GENERAL VIEW OF THE ROYAL PROCESSION PASSING ALONG THE COURSE, SHOWING THE FASHIONABLE GATHERING IN THE ENCLOSURES (ON THE RIGHT) AND THE GREAT CROWD ON THE OPPOSITE SIDE.



THE CENTRE OF INTEREST AT ROYAL ASCOT: THE KING AND QUEEN DRIVING IN THE STATE PROCESSION, WITH THE PRINCE OF WALES AND PRINCE HENRY (ON THE LEFT) SEATED OPPOSITE TO THEM—A NEAR VIEW OF THE ROYAL CARRIAGE.

Royal Ascot was more fortunate in the matter of weather, on its opening day, than the Test Match at Nottingham. Although the skies had been dull and grey all the morning, the rain had held off, and as the Royal Procession arrived there was a burst of sunshine that lit up the brilliant scene. In the first of the seven carriages, with outriders and postilions, rode the King and Queen, accom-

panied by the Prince of Wales and Prince Henry. The next carriage contained Princess Mary Viscountess Lascelles, Viscount Lascelles, and the Duke of Portland. After driving along the course, their Majesties entered the royal box, and the racing began. There was a great crowd of spectators, and Society had come attired in readiness for any kind of weather.

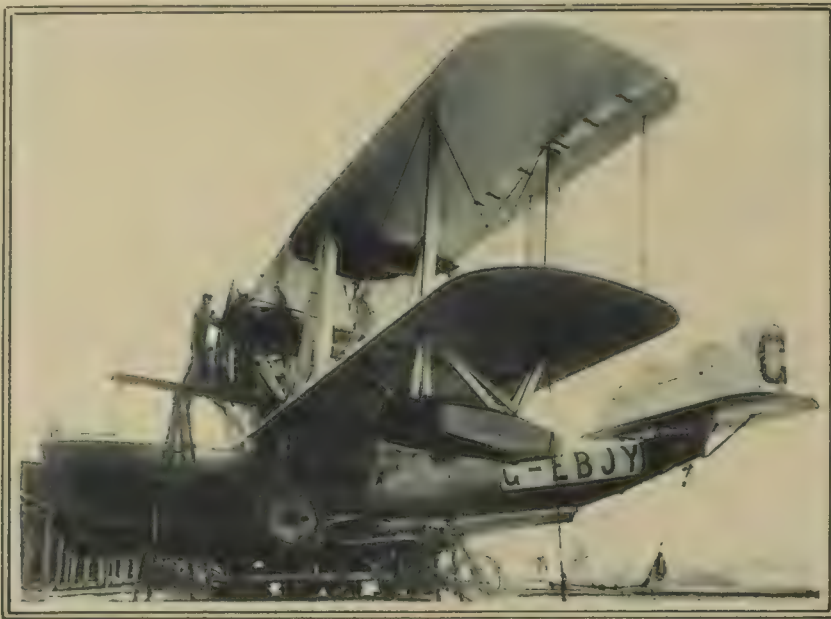


# AT HOME AND ABROAD: NOTABLE OCCASIONS AND PERSONALITIES.

NO. 6 BY PERMISSION OF MISS SARGENT; COPYRIGHT RESERVED FOR THE OWNER BY WALTER JUDD, LTD. OTHER PHOTOGRAPHS BY LAFAYETTE, RUSSELL, FOX PHOTOS, PHOTOPRESS, C.N., I.B., AND TOPICAL.



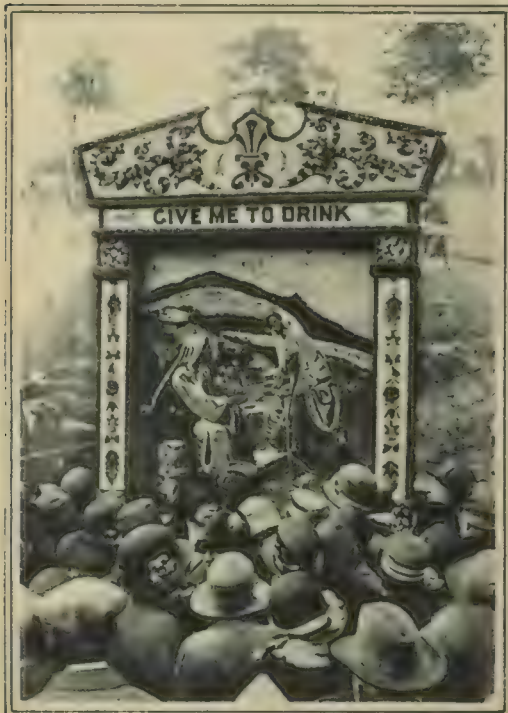
AN EMINENT SURGEON, FOUNDER OF THE IMPERIAL CANCER RESEARCH FUND: THE LATE SIR HENRY MORRIS.



SAID TO BE THE LARGEST COMMERCIAL FLYING-BOAT IN THE WORLD: THE NEW SUPERMARINE-NAPIER "SWAN," WHICH RECENTLY MADE ITS TRIAL FLIGHT OVER SOUTHAMPTON WATER.



FORMERLY PROMINENT IN IRISH AFFAIRS, AND A FAMOUS YACHTSMAN: THE LATE LORD DUNRAVEN.



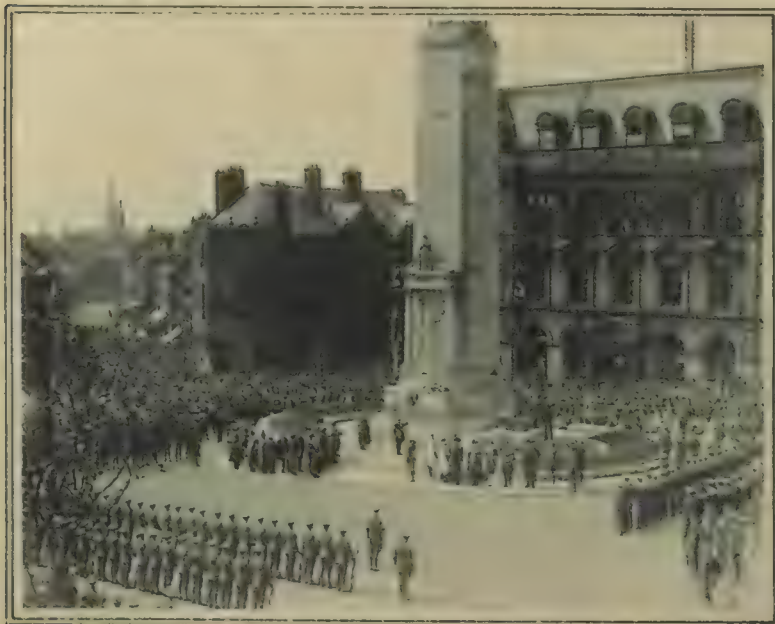
AN ANCIENT DERBYSHIRE CEREMONY: "WELL-DRESSING" AT BUXTON—SPECTATORS AT A DECORATED WELL WITH A BIBLICAL INSCRIPTION.



A MEMORIAL TO SARAH BERNHARDT UNVEILED IN PARIS: THE STATUE OF THE GREAT FRENCH ACTRESS IN THE RÔLE OF PHÈDRE.



SARGENT COMMEMORATED IN ST. PAUL'S BY A WORK OF HIS OWN: "THE REDEMPTION"—A BRONZE CRUCIFIX ERECTED BY THE ROYAL ACADEMY.



THE PRESTON WAR MEMORIAL UNVEILED BY LORD JELlicoe: THE CEREMONY, SHOWING LORD JELlicoe (SALUTING) AT THE BASE OF THE PYLON.

Sir Henry Morris had been President both of the Royal Society of Medicine and the Royal College of Surgeons.—Lord Dunraven served as war correspondent in the Franco-Prussian War, was Under-Secretary for the Colonies in 1885-7, and Chairman of the Irish Land Conference in 1902. He twice challenged for the America Cup.—The great flying-boat "Swan" was built for Imperial Airways by the Supermarine Aviation Works at Southampton. She carried ten passengers (including eight ladies) on her trial flight, besides the pilot (Capt. H. C. Biard) and navigator. They occupy a special cabin above the hull.—The Vicar of



AWAITING THE ARRIVAL OF PRINCE HENRY TO PERFORM THE OPENING CEREMONY: THE NEW WAR MEMORIAL HOSPITAL AT WREXHAM, BUILT AT A COST OF £100,000.

Buxton blessed the wells on June 11. St. Ann's Well was decorated with a floral design representing Christ and the woman of Samaria.—The statue of Sarah Bernhardt, unveiled in the Place Malesherbes, Paris, on June 12, is the work of M. Sicard.—It was arranged that the memorial to the late John Sargent, R.A., in the crypt of St. Paul's, should be unveiled on June 15 by Lord Crawford.—The Preston War Memorial, designed by Sir Giles Gilbert Scott, architect of Liverpool Cathedral, was unveiled by Lord Jellicoe on June 13.—Prince Henry, on June 9, opened the Wrexham War Memorial Hospital.



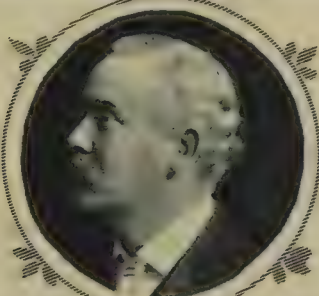
# PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



THE MILITARY REVOLUTION IN PORTUGAL: GENERAL GOMES DA COSTA REVIEWING HIS TROOPS IN LISBON.



AFTER A FORCED MARCH: TROOPS OF GENERAL GOMES DA COSTA IN THE AVENIDA DA LIBERDADE, LISBON.



A DISTINGUISHED NEUROLOGIST:  
THE LATE  
SIR FREDERICK W. MOTT.



TECHNICAL DIRECTOR OF "L'ILLUSTRATION":  
THE LATE M. ANDRÉ CHÂTENET.



KILLED IN A RAILWAY ACCIDENT:  
JUDGE PRESIDENT SIR MALCOLM  
SEARLE.



A GREAT THEATRICAL MANAGER:  
THE LATE  
MR. FREDERICK HARRISON.



MAKER OF THE WEMBLEY  
EXHIBITION: THE LATE LORD  
STEVENSON.



THE PRIME MINISTER AT HARDENHUISH PARK: MR. AND MRS. BALDWIN'S CARRIAGE DRAWN TO THE UNIONIST FÊTE BY ENTHUSIASTIC SUPPORTERS.



THE NEW SHOW-GROUND OF THE LEICESTERSHIRE AGRICULTURAL SOCIETY:  
THE PRINCE OF WALES MAKING A TOUR OF THE GROUND.

The troops under General Gomes Da Costa, leader of the revolution, entered Lisbon on June 5 and 6.—Sir Frederick Mott, who was seventy-two, regarded insanity as a disease of the body rather than one of the mind. His greatest discovery, perhaps, was in connection with general paralysis of the insane.—Mr. Frederick Harrison was most closely associated with the Haymarket Theatre, which he joined in 1896.—The death of M. André Châtenet, technical director of our contemporary, "L'illustration," of Paris, meant a great loss not only to that paper, but to the world of printing. It was only recently that he

received the Cross of the Legion of Honour.—Judge President Sir Malcolm Searle was killed in the railway accident near Cape Town on June 9. He had held his appointment since 1922.—Lord Stevenson, who died at the age of fifty-three, was best known as Chairman of the Standing Committee of the British Empire Exhibition at Wembley, and as the originator of the Stevenson plan for the restriction of the output of rubber. He had done much fine work for the Empire before this.—The Leicestershire Agricultural Society's new show-yard was inspected by the Prince of Wales on June 11.



# THE CIVIL WAR IN CHINA: SCENES OF THE ADVANCE ON PEKING.

PHOTOGRAPHS SUPPLIED BY A CORRESPONDENT IN TIENTSIN.



WITH A WHITE IDENTIFICATION TICKET TIED TO HIS WADDED CLOTHES: A WOUNDED SOLDIER ON A STRETCHER.



WITH A TRUCK-LOAD OF COFFINS: A MILITARY TRAIN IN THE STATION AT TIENTSIN BOUND FOR THE FRONT THIRTY MILES AWAY.



SHOWING (ON THE EXTREME RIGHT OF THE ILLUSTRATION) ONE OF THE AEROPLANES WHICH WERE USED TO DROP BOMBS ON PEKING DURING THE ADVANCE OF THE FORCES OF CHANG TSO-LIN ON THE CITY: A TEMPORARY AVIATION BASE BEHIND THE LINES.



IN SHALLOW FRONT-LINE TRENCHES ON THE PLAIN BETWEEN TIENTSIN AND PEKING: CHINESE INFANTRY IN ACTION.



COUNTING RIFLES CAPTURED FROM THE DEFEATED KUOMINCHUN TROOPS: AN INCIDENT OF CHANG TSO-LIN'S ADVANCE ON PEKING IN APRIL.

Owing to the length of time occupied in the post from China, illustrations of events there must always be somewhat in arrear of the latest news. At the time when a correspondent at Tientsin sent us the above photographs (dated April 15), the forces of Chang Tso-lin (war lord of Manchuria) were at the gates of Peking, and those of the Kuominchun were in retreat. The Kuominchun is the Nationalist Army of Feng Yu-hsiang, the "Christian" general with Bolshevik leanings,

who has since gone to Moscow. Chang soon afterwards occupied Peking, with the somewhat inactive support of his "ally" and former enemy, Wu Pei-fu. At the end of May a new factor in the Chinese problem appeared. The "Times" correspondent at Shanghai stated (on May 30): "Marshal Sun Chuan-fang, Governor-General of Kiang-su, Chekiang, Anhwei, Kiangsi, and Fukien, has now announced the formation of the five provinces mentioned into an independent State. If a

[Continued opposite.



# THE CIVIL WAR IN CHINA: SCENES OF THE ADVANCE ON PEKING.

PHOTOGRAPHS SUPPLIED BY A CORRESPONDENT IN TIENTSIN.



PROTECTED BY GUNS MOUNTED ON THE LAST CAR: THE INTERNATIONAL TRAIN FOR PEKING, AT TIENTSIN STATION.



WITH THE ENGINE DRAPED IN THE AMERICAN COLOURS, AND OTHER FOREIGN FLAGS: THE INTERNATIONAL TRAIN LEAVING TIENTSIN FOR PEKING.



THE ENTRY OF CHANG TSO-LIN'S VICTORIOUS TROOPS INTO THE CHINESE CITY AT TIENTSIN: A TRIUMPHAL PROCESSION FOR THE WAR-LORD OF MANCHURIA DURING HIS CAMPAIGN AGAINST THE KUOMINCHUN (NATIONALIST FORCES) UNDER THE "CHRISTIAN" GENERAL, FENG YU-HSIANG.



TYPES OF KUOMINCHUN INFANTRY: SOLDIERS OF FENG YU-HSIANG IN A PRIMITIVE SHELTER WHILE AWAITING AN ATTACK.



BUILT AND MANNED BY "WHITE" RUSSIAN TROOPS FOR CHANG TSO-LIN: AN ARMoured TRAIN, WITH ITS GUN.

*Continued.]*

good Government emerges in Peking, he will support it; if not, he will neither interfere with nor brook interference from it. He does not appear to think that the alliance between Chang Tso-lin and Wu Pei-fu is likely to last long, and foresees further fighting in the north." It became evident that, if Marshal Sun Chuan-fang could carry out his project, the whole situation in China would be changed. In a message from Shanghai on June 12 it was stated that, in addition

to the civil war being carried on near Peking between "Reds" and "anti-Reds," there was considerable fighting in the province of Hunan. From Hankow it was reported that the "Red" general in Hunan had received strong reinforcements from Canton, and that consequently Wu Pei-fu's commander, opposing them, had been compelled to retire northwards, while Wu Pei-fu had ordered troops from Hupeh to go to their assistance.



# AN ENGLISH ARTIST OF TRANSATLANTIC FAME: DOROTHY VICAJI.

FROM PORTRAITS BY DOROTHY E. VICAJI. BY PERMISSION OF THE ARTIST AND THE BEAUX ARTS GALLERY.



"MRS. THOMAS EDISON, ORANGE, NEW JERSEY":  
THE WIFE OF THE FAMOUS SCIENTIST.



"MRS. JOHN E. SLOANE, ORANGE, NEW JERSEY":  
A DAUGHTER OF THOMAS EDISON.



"MISS DOROTHY DUVEEN, NEW YORK CITY":  
A DAUGHTER OF SIR JOSEPH DUVEEN.



"SIR ROBERT BORDEN, K.C.M.G.": THE EX-PRIME  
MINISTER OF CANADA.



MISS GLADYS ROGERS, OF OTTAWA:  
A TYPE OF CANADIAN BEAUTY.



"THE HON. E. M. MACDONALD, OF OTTAWA": THE  
CANADIAN MINISTER OF NATIONAL DEFENCE.



"LADY BYNG OF VIMY": THE WIFE OF THE  
GOVERNOR-GENERAL OF CANADA.



"MRS. ROBERT MAGOR": THE WIFE OF THE  
PRESIDENT OF THE CANADIAN CAR CO.



"LADY DRUMMOND, MONTREAL": WIDOW OF  
THE LATE SIR GEORGE DRUMMOND, SENATOR.

Miss Dorothy E. Vicaji, whose important exhibition of portraits has just been opened at the Beaux Arts Gallery in Bruton Place, and will remain open until July 3, is an English artist who has gained a great reputation as a portrait-painter, both in the United States and in Canada. Yet in this country her name has hitherto been hardly known. "Dorothy Vicaji," says a note in the catalogue, "left England for New York before her work had become fully recognised, and since then she has been so busily occupied painting the portraits of American people that for want of time she has not done so very much work in England,

although she has regularly exhibited at the Royal Academy. Artists become famous in two ways—either by the discovery of some new element in art, or by carrying the traditional style to a greater perfection than others—and this latter method, which is perhaps the safer test of greatness, is the one Miss Vicaji has adopted. Her work possesses all the individuality that is necessary to stamp it with her own personality. . . . In spite of the difficulties of transport, a representative collection of her best portraits has been borrowed from her American and Canadian patrons for the exhibition."



## RECENTLY PROCLAIMED A KING: THE AMIR OF AFGHANISTAN.

FROM A PHOTOGRAPH BY MR. LOWELL THOMAS.



SINCE DECLARED KING OF AFGHANISTAN: THE AMIR AMANULLAH KHAN ADDRESSING HIS SUBJECTS  
FROM THE KUTBAH OF THE GREAT MOSQUE IN KABUL.

It was announced on June 10 that the Afghan Legation in London had received a telegram from Kabul stating that the Amir of Afghanistan would henceforth be known as his Majesty the King of Afghanistan. Amanullah Khan was born in 1892, and succeeded to the throne on the assassination of his father, Habibullah Khan, in 1919. He is a progressive ruler of modernising tendencies. Describing the occasion here illustrated, Mr. Lowell Thomas, the well-known American travel

writer, says in his new book, "Beyond Khyber Pass" (The Century Company): "His Majesty mounts the pulpit with a quick, firm tread. There is a moment's hush while he scans his audience of representatives from all parts of Afghanistan. Then he speaks, quietly at first, but with a vibrant intensity of tone and the poise of a monarch born. I have heard most of the famous orators of our age; few are more impressive in diction than Amir Amanullah, King of the Afghans."



# THE 110TH CRICKET TEST MATCH: ENGLAND V.

PHOTOGRAPHS BY COURTESY



HOBBS SCORES A TWO OFF GREGORY, THE AUSTRALIAN FAST BOWLER: THE BATSMAN JUST STARTING FOR THE SECOND RUN.



HOBBS PUNISHES A NO-BALL FROM MACARTNEY: A LEG HIT TO THE BOUNDARY THAT WON GREAT APPLAUSE.



OPENING THE SCORE IN THE FIRST TEST MATCH OF THE SEASON, ON THE TRENT BRIDGE GROUND AT NOTTINGHAM: HOBBS (AT FAR END) MAKING THE FIRST RUN OF THE MATCH IN THE OPENING INNINGS FOR ENGLAND, IN PARTNERSHIP WITH SUTCLIFFE—A GENERAL VIEW OF THE GAME.



SHOWING THE BALL, STOPPED BY W. A. OLDFIELD, THE AUSTRALIAN WICKET-KEEPER, BETWEEN THE BATSMAN'S LEGS: SUTCLIFFE LETS ONE PASS.



THE YORKSHIRE BATSMAN WHO, IT HAD BEEN FEARED, MIGHT NOT BE WELL ENOUGH TO PLAY: SUTCLIFFE BATTING—A STROKE TO THE OFF.

# AUSTRALIA—AND THE WEATHER—AT NOTTINGHAM.

OF THE "DAILY MIRROR."



WITH THE MASCOT FROM THE BOYS OF SHEBBORNE SCHOOL: A. W. CARR (RIGHT), WITH HENDERSON (WITH ANOTHER MASCOT) IN THE PAVILION.



SHOWING THE WICKET-KEEPER, W. A. OLDFIELD (IN PADS), ON THE LEFT: THE AUSTRALIANS GOING OUT TO FIELD—A DEPARTMENT OF THE GAME IN WHICH THEY SHOWED BRILLIANCE.



GOING OUT TO OPEN THE FIRST INNINGS OF THE MATCH FOR ENGLAND: HOBBS (LEFT) AND SUTCLIFFE ON THEIR WAY TO THE WICKET.



NOT VERY PLEASED AT THE INTERVENTION OF JUPITER PLUVIUS: THE TWO CAPTAINS, A. W. CARR (ENGLAND, RIGHT) AND H. L. COLLINS (AUSTRALIA), INSPECTING THE PITCH BETWEEN SHOWERS.



AFTER THE RAIN HAD STOPPED PLAY AND COVERED THE GROUND WITH POOLS OF WATER: THE FLOODED PITCH, WITH WICKET-COVERS AT EACH END.



ENGLAND WINS THE TOSS: THE ENGLISH CAPTAIN, A. W. CARR (RIGHT) AND THE AUSTRALIAN CAPTAIN, H. L. COLLINS.

The first Test Match began on the Trent Bridge Ground at Nottingham on Saturday, June 12, in disappointing weather conditions. After less than an hour's play, heavy rain set in, and, although at intervals the captains examined the pitch, the game had to be abandoned for the day. While it lasted, however, some brilliant cricket was seen. Mr. A. W. Carr, the English captain, won the toss, and sent in Hobbs and Sutcliffe (who was fortunately fit enough to take his place in the team) to open the innings for England. They both batted well, and when play ceased Hobbs was not out 19, and Sutcliffe not out 13. The Australian

fielding was excellent. The match was the 110th played between England and Australia since the first one in 1876. Of the previous 109 matches, Australia had won 47, and England 41, while 21 were drawn. Of the Australian victories, 36 had been gained in Australia and 11 in England; while England had won 24 matches on Australian grounds and 17 in the home country. On the second day of the match, Monday, June 14, the weather was even worse, and no play was possible. This meant that, whatever happened later, for all practical purposes the match, as a Test, was a "wash-out."



# ATTENDED BY THEIR MAJESTIES: THE RICHMOND HORSE SHOW.

PHOTOGRAPHS BY L.N.A., T.P.A., I.B., S. AND G., AND ROUGH.



WINNER OF THE ROMER WILLIAMS SPECIAL PRIZE: MRS F. M. LLOYD'S BROG HILL—WITH MRS. R. B. BRASSEY UP.



WINNER OF THE RICHMOND CHALLENGE CUP AND THE HEAVYWEIGHT HUNTERS' CUP: MR. ALFRED LOWENSTEIN'S REX.



WINNER OF LADY STERN'S CUP FOR THE CHAMPION LADY'S HACK: LADY PENRHYN'S CUCKOO — WITH MISS BURROWS UP.



THE ROYAL VISIT TO THE RICHMOND HORSE SHOW: HER MAJESTY THE QUEEN ARRIVING.



THE WINNING REGIMENTAL COACH: THE ROYAL ARTILLERY, WOOLWICH, TEAM OF CHESTNUTS.



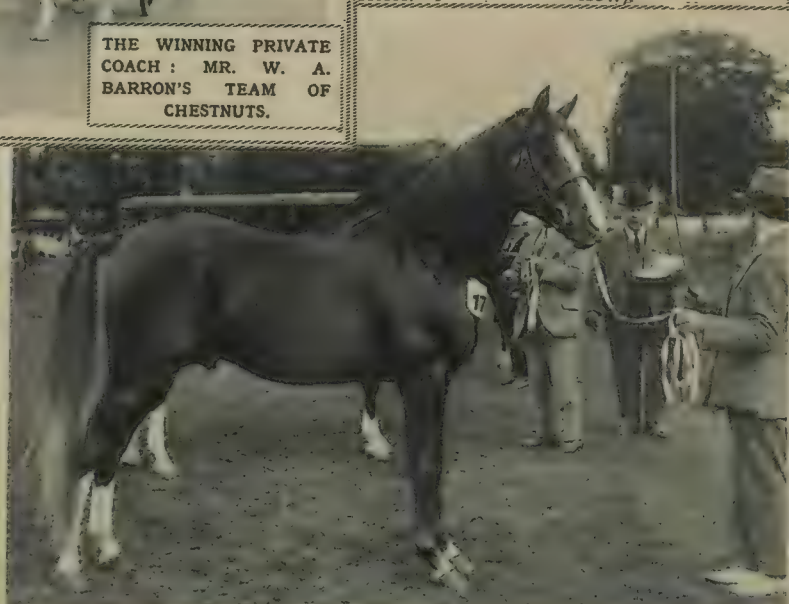
THE WINNING PRIVATE COACH: MR. W. A. BARRON'S TEAM OF CHESTNUTS.



PROCEEDING TOWARDS THE RING: H. M. THE KING, AND THE MARQUESS OF CAMBRIDGE (PRESIDENT OF THE SHOW).



A PRIZEWINNER IN THE WELSH MOUNTAIN PONIES' CLASS: LLWYN TEMPTATION, MESSRS. JOHN JONES AND SONS' DARK-GREY STALLION, ONE OF THE HARDY LITTLE "WELSHMEN."



WINNER OF THE KELLOGG WORLD'S CHAMPIONSHIP GOLD CUP FOR ARAB STALLIONS—OFFERED FOR THE FIRST TIME THIS YEAR: THE HON. LADY WENTWORTH'S RASSEEM, FROM THE FAMOUS CRABBETT STUD.

The Richmond Horse Show is one of the most important functions of the season, not merely an occasion, on which some very fine horses may be admired, for it is attended by a large number of distinguished people. The King and Queen both visited the Show on June 12, on their way to Windsor, where they were in residence for Ascot.—The class for hunters ridden by ladies was a very interesting one, and was won by Brog Hill, which also won the Romer Williams special prize for the best hunter, the winner of the Richmond Challenge Cup excepted.—The Coaching Marathon had the fine entry of twenty, including regimental, private, and road coaches, and, as usual, was divided into three sections.

The winning team in the regimental class, the Royal Artillery, Woolwich, chestnuts, moved well together, and were well matched in character as well as in colour.—In the private coaches, Mr. W. A. Barron's winning team of chestnuts were stylish and well balanced.—The Kellogg World's Championship Gold Cup for Arab stallions, presented by Mr. W. W. Kellogg, of Battle Creek, Michigan, U.S.A., and owner of the Kellogg Arab stud farm, Pomona, Cal., was competed for for the first time. The magnificent Arab stud at Crabbett Park provided the Kellogg Cup winner and all the section winners in the ordinary classes for Arabs. Special interest always attaches to classes for Arabs and other Eastern horses.



## LONDON'S PAGEANTRY: CHANGING THE GUARD.

FROM THE PAINTING BY C. E. TURNER.



## CHANGING THE GUARD AT BUCKINGHAM PALACE: THE NEW GUARD LEAVING THE FORECOURT WITH BAND PLAYING.

Londoners hardly realise what a fascination there is, for the foreign visitor, in the old-time pageantry that still survives in various routine ceremonies. When the King is in residence at Buckingham Palace, the ceremonious changing of the guard is an event that no visitor to London willingly omits to see. With bands playing lively marches, the new guard, entering by the South Gate, and the old guard, entering by the North Gate, meet each day at 10.30 a.m. in the

forecourt of the Palace. After officers of the two regiments have exchanged the keys and the ceremony of "Trooping the Colours" has taken place, the old guard is marched to Wellington Barracks and the new guard to St. James's Palace. The painting shows the new guard leaving the Palace by the Centre Gate with band playing, watched by an interested crowd from the pavement surrounding the Victoria Memorial.—[Drawing Copyrighted in the United States and Canada.]



## Social Pleasures and

## Summer Pageantry.

## THE LONDON

## SEASON 1926.

THE Season—unlike the old-fashioned pantomime—opened with its startling transformation scene! London was prepared to be brilliant and at its busiest, when the General Strike began, and in a night everything was altered. Social engagements were postponed, and Society women turned their activities to the organisation of canteens, transport, and other strike work, putting their smart frocks on one side and volunteering for service. The change was as complete as it was instantaneous; but no sooner had the Strike ended, than London once more assumed her true character, that of a city of much pleasure and picturesque social pageantry. The postponed gaieties began; and the Season of 1926 is fulfilling its promise to the very letter.

The Royal Family gave a distinct lead in regard to the resumption of social life; for everyone fully realised that, after so serious a set-back to trade and industry, it was essential that everything should be done to ensure a speedy return to the normal. There was, therefore, no hiatus between the Strike settlement and the beginning of the London Season. Their Majesties remained in London over the Whitsuntide holiday, in order to participate in the Empire Day ceremonial at the Cenotaph; and they paid their surprise first visit to the Opera at the premier performance of "La Bohème," one of their favourite operas, on the Whit Monday.

The Opera has been one of the most brilliant features of the year, and has lived up to expectations both from the artistic and the social points of view. The performances have been admirable, and the audiences have included all the notable personalities. Covent Garden, in fact, has regained its pre-war prestige, and the exquisite dresses and beautiful jewels displayed there nightly have rivalled its classic glories. It is also interesting to recall that, when the Syndicate (after having sought advice in responsible quarters) decided to open in Strike time, a brilliant and distinguished audience assembled to hear "Figaro's Hochzeit" given in German at Covent Garden for the first time.

Dame Nellie Melba, whose farewell night on June 8 was a notable gala evening, attended by the King and Queen, is one of the box-holders who have attended regularly; and the Duke of Connaught, Lady Patricia Ramsay, Princess Mary, the Princess Royal, and Princess Helena Victoria are among the members of the Royal Family who have occupied their Majesties' box at different performances.

The Russian Ballet season at His Majesty's, which opened on June 14, is another artistic and dramatic event of the Season, as the "Intelligenza" section of Society always accord their support to Diaghileff's productions; and the new ballet, "Les Noces," by Stravinsky, roused very great interest. The Duke of Connaught is one of the members of the Royal Family who takes a keen interest in the Ballet, and much appreciates it both in London and when he is on the Riviera. The fact that the season at His Majesty's was under the Duke of Connaught's patronage gives it special distinction.

The promise that many royal visitors would come to London this season has been fulfilled, and the presence of the King and Queen of Serbia, the King and Queen of Spain, and Princess Ingrid will add great distinction to a number of entertainments; while the forthcoming visit of M. Doumergue, President of the French Republic, fixed for June 22 till 25, will be the occasion of some important State functions. The Courts, postponed to June 9 and 10 and July 7 and 8, hold premier place among the Season's fixtures, and many important debutantes from the great families of the English aristocracy are on the list of those summoned, as well as daughters of distinguished men from the Dominions, and well-known Americans.

The Chelsea Flower Show, though prepared

under great difficulties and postponed for a week, was one of the finest ever held, and lived up to its royal reputation, as it counted their Majesties and Princess Mary among its visitors. The Queen takes a great interest in the Flower Show, and it is one of the functions which she particularly enjoys.

This week sees the Season at its height, Ascot always being considered as the apex of our social life. Although the Coal Strike has made it a "road" Ascot, at the time of writing it seems likely that the famous meeting will be shorn of none of its glories. Their Majesties are, as usual, driving over from Windsor with the picturesque pomp of Ascot

members of the Jockey Club at dinner at Buckingham Palace, while the Queen dined with the Countess of Derby, and was present at the ball at Derby House which followed the dinner.

The sporting side of the London Season has presented features of unusual interest this year. The Wimbledon Lawn-Tennis Championships, which are played out from June 21 until July 3, are always an important social fixture, and the King and Queen usually attend on at least one of the days; while the Duke of York's interest in lawn-tennis has this year resulted in H.R.H. entering in the Doubles at Wimbledon with Wing Commander Greig—a partnership which won the R.A.F. Doubles in 1920. The fact that a Prince of the Reigning House is competing adds tremendously to the Wimbledon interest. It is, of course, disappointing that Miss Helen Wills should have been taken ill when there seemed a good chance of her meeting Mlle. Lenglen again, but, though she may be absent, such stars as Lacoste, Vincent Richards, and Borotra will appear. The cricket interest is, naturally, very strong, and, in addition to the Oxford and Cambridge match on July 5 and 6 and Eton and Harrow on July 9 and 10 at Lord's, the famous pitch will be the scene of the second Test Match on June 26. These matches are all occasions when the social interest of the day will be centred at Lord's.

The Royal Tournament has been postponed until July 8, and promises to be one of the most interesting ever held. The historical scene presenting Charles II. reviewing troops dressed in uniforms of the period is being most carefully staged, and Tanks will play a dramatic and exciting part in the final episode of the Tournament. The King and Queen usually attend the opening of the Royal Tournament, and have on more than one occasion been to the Air Force Pageant, which is this year dated for July 3.

The polo matches at Ranelagh, Hurlingham, and Roehampton, and gymkhanas and other special events at these favourite country clubs, are among the semi-rural pleasures which may be enjoyed during the season, and the fact that the Prince of Wales and his brothers are polo players gives an added interest to the games which take place throughout the season. Notable Spanish and Argentine players are here, and there is much international interest in the games.

With the beginning of July, the Season usually begins to wane, but this year, owing to its postponed opening, it is safe to prophesy that entertaining in London will continue until the end of the month,

when the general exodus begins with Goodwood, that most delightful of all race meetings. The King generally stays at Goodwood House, with the Duke of Richmond and Gordon, for this meeting, and is joined by the Queen at Cowes, which follows closely on Goodwood. The famous regatta is one of the events which appeal to the King specially, as he thoroughly enjoys being on board his beautiful yacht, *Britannia*. The Queen spends some time on the yacht also, but devotes several afternoons to driving about the Isle of Wight and visiting Carisbrooke Castle, to see Princess Beatrice.

Before dispersing for Goodwood, Society, however, has other pleasures in London. Their Majesties usually give two garden parties in the grounds of Buckingham Palace during this month, and commands to attend these entertainments are much coveted. There is a pleasant informality about a Royal Garden Party which makes it specially delightful, and the King and Queen circulate among their guests, stopping to speak to friends among their subjects or to have presentations made to them.

Henley Regatta, too, must be counted among the London Season fixtures. It takes place from June 30 till July 3, and, though it does not perhaps enjoy quite the social prestige which it did a decade ago, is both an interesting sporting function and a very pretty sight, should the weather consent to smile.



AN ASCOT PRELIMINARY: PARADING HATS AND DRESSES BY THE RIVERSIDE AT MAIDENHEAD.—[Photograph by Central Press.]

state which has been so decoratively depicted by Munnings in more than one of his Royal Academy pictures this year. The younger members of the Royal Family invariably accompany their Majesties on the occasion. Princess Mary is extremely interested in racing, and, though the Prince of Wales prefers steeplechasing to flat-racing, he goes to Epsom and Ascot.

The Aldershot Command Tattoo, which takes place from June 15 till the 19th, is an extremely interesting fixture of this week, and will probably be attended by many people who are staying in the district for Ascot. The Horse Show at Olympia opened on June 17—another military and sporting event which rouses great interest, and includes the jumping competition in which officers of the British Army compete for the coveted trophy against representatives of the Armies of other Powers. The King and Queen usually attend in order to see the contest for the King George V. Cup, and followed their usual custom by going to the Richmond Horse Show last Saturday, June 12.

Their Majesties, of course, attended Epsom. The King and Queen, the Prince of Wales, the Duke of York, and Princess Mary were present on Derby Day; and the evening of the world's most famous race was, as usual, a gala night in London. According to his usual custom, the King entertained the



# A MILITARY EVENT OF THE SEASON: THE TATTOO—"BEHIND THE SCENES."

PHOTOGRAPHS BY C.N., TOPICAL, CENTRAL PRESS, AND SPORT AND GENERAL.



THE BATTLE OF HASTINGS AT ALDERSHOT, IN THE SEARCHLIGHT TATTOO NORMANS (REPRESENTED BY BRITISH SOLDIERS) GOING INTO ACTION.



HENRY V. AT AGINCOURT: ONE OF THE THREE "VISIONS" OF HISTORIC BRITISH BATTLES IN THE SEARCHLIGHT TATTOO AT ALDERSHOT.



"CHARGING AN ARMY, WHILE ALL THE WORLD WONDER'D: PLUNGED IN THE BATTERY-SMOKE RIGHT THROUGH THE LINE THEY BROKE": THE CHARGE OF THE LIGHT BRIGADE AT BALACLAVA—IN THE GREAT MILITARY SEARCHLIGHT TATTOO AT ALDERSHOT.



THE LANDING OF WILLIAM THE CONQUEROR, AS REPRESENTED IN THE TATTOO: NORMANS LEAVING THEIR SHIPS—"BEHIND THE SCENES" AT ALDERSHOT.



FROM ARMOURD MAN AND HORSE TO ARMOURD MACHINE: HENRY V. ENCOUNTERS A TANK—AN OBJECT-LESSON IN MILITARY EVOLUTION.

The great military Searchlight Tattoo at Aldershot was fixed to begin on June 15 and to continue until the 19th. Amid a display of modern armament and tactics are introduced three "visions," portraying historic British battles, in order to illustrate by contrast the wonderful advance of military science. The battles represented are those of Hastings and Agincourt and the Charge of the Light Brigade at Balaklava during the Crimean War. In the first episode William the Conqueror's Normans are seen landing from sailing galleys, placed along the side

of the arena, and rushing straight to the fight at Senlac. Among the incidents shown are Taillefer's chant, the Norman archery "barrage," and Harold's last stand and death. At Agincourt Henry V. is seen exhorting his troops and in his encounter with d'Alençon. The Balaklava episode includes the charge of Cardigan's Light Brigade and the return of the broken remnant of "the gallant Six Hundred." The troops chosen to take part in these scenes were drawn from the Royal Dragoons, 10th Royal Hussars, 17th-21st Lancers, and 2nd Royal Fusiliers.



# POLO UNDER IDEAL CONDITIONS: A MATCH ON THE MOST BEAUTIFUL GROUND IN ENGLAND.

FROM THE PAINTING BY C. E. TURNER. (COPYRIGHTED.)



WITHIN SIGHT OF "THE NOBLEST GREAT CASTLE IN SOMERSET," TWICE BESIEGED DURING

Dunster Park, near Minehead, provides the ideally beautiful polo ground. Here the game is played in a magnificent setting of lovely English countryside beneath a steeply wooded hill surmounted by Dunster Castle. Mr. Edward Hutton in his "Highways and Byways in Somerset" describes it as "the noblest great castle" in the county. "The great days of Dunster," he writes, "were those of the Civil War, when the Luttrells were for the Parliament. In 1642 its lord held it for

THE CIVIL WAR: A POLO MATCH IN PROGRESS AT DUNSTER PARK, NEAR MINEHEAD.

the rebels. In the following year, however, it was surrendered, and garrisoned for the King by Colonel Windham, who held it safe till 1646. It was during this period that Prince Charles, afterwards Charles II., came to Dunster and slept in the room still known as his." The second siege lasted for 160 days. The West Somerset Polo Club held its spring tournament at Dunster Park from April 19 to May 1. The autumn tournament is fixed for August 16 to September 4.



# SKETCHES BY THE GREAT HORSE ARTIST:

REPRODUCED BY COURTESY OF THE ARTIST.



A LEAF FROM A FAMOUS ARTIST'S ASCOT SKETCH-BOOK: MR. A. J. MUNNINGS' RAPID PENCIL NOTES OF THE COURSE, WITH THE ROYAL PROCESSION, AND ONE OF THE ENCLOSURES.



SKETCHED BY MR. MUNNINGS AT WINDSOR: STUDIES OF STAGS IN THE ROYAL PARK.

WITH A SMALL "SELF-PORTRAIT" OF MR. MUNNINGS AT WORK IN WINDSOR PARK AS THE ROYAL CARRIAGE PASSES BY: A ROUGH SKETCH OF TREES FOR THE BACKGROUND OF "THEIR MAJESTIES' RETURN FROM ASCOT."

# MUNNINGS' ASCOT STUDIES AND ACADEMY PICTURES.

(ALL COPYRIGHTS STRICTLY RESERVED.)



"THEIR MAJESTIES' RETURN FROM ASCOT," BY ALFRED J. MUNNINGS, R.A.: ONE OF HIS ASCOT PICTURES EXHIBITED THIS YEAR IN THE ROYAL ACADEMY.

"THE ROYAL CARRIAGE WAITING FOR THEIR MAJESTIES

AT DUKE'S LANE, WINDSOR PARK, ON ASCOT GOLD CUP DAY."

BY ALFRED J. MUNNINGS, R.A.: AN ACADEMY PICTURE.



The occurrence of another Royal Ascot lends particular interest to these illustrations, which show how that famous horse artist, Mr. A. J. Munnings, R.A., went to work, by means of rough sketches and rapid pencil notes and impressions, for his several Ascot pictures, three of which are in this year's Royal Academy—namely, "Their Majesties' Return from Ascot," "The Ascot Procession Crossing Windsor Park," and "The Royal Carriage Waiting for their Majesties at Duke's Lane, Windsor Park, on Ascot Gold Cup Day." We may mention that in the Ascot Number of the

"Illustrated Sporting and Dramatic News" one of Mr. Munnings' pictures is reproduced in colour, with a colour sketch of a royal postilion and pencil sketches in black and white. His Ascot pictures in the Academy will associate his name with the historic race meeting for many years to come. His other two exhibits at Burlington House this year, we may recall, are "Gypsies on Epsom Downs, Derby Week," and "Kilkeny Horse Fair," a diploma work deposited on his election (last year) as a Royal Academician.—[Copyright Reserved for Owners by Walter Judd, Ltd.]



# British Industry: A Special Section



## A BEAUTIFUL INDUSTRY: THE ART OF PAINTING POTTERY.

Pottery-painting is an industry that is really an art. Our illustration, which was made in the Doulton Works at Burslem, shows the room in which the better-class work is handled. After pottery has survived the ordeal of firing and glazing, it is decorated and embellished by painters. Much of this work is done by girls, who paint with great skill. In the foreground, the painter is "banding" a vase

rotated on a supporting "wheel." Others are decorating plate borders, filling in the printed design with colour prior to the final "firing." Through the window are seen ovens or kilns. In the background the wall follows the curved side of a kiln. Between the kiln and the wall is a ventilated space to ensure that no heat is transmitted to the room.

FROM THE PAINTING BY OUR SPECIAL ARTIST, C. E. TURNER. (COPYRIGHTED.)



# The Art of the Potter: Beautiful Products of British Industry.



IN VARIEGATED COLOURS PRODUCED BY A SPECIAL PROCESS OF FIRING GLAZES: EXAMPLES OF MODERN "SUNG" WARE.

In Royal Doulton "Sung" ware, here illustrated, the porcelain body is covered with rich glazes, generally crackled and charged with single tints. The specimens from left to right, from top, are: 1. A bowl with fat glazes crackled and lustrous; 2. Fat heavy glaze on black background in leopard-skin effect; 3. Rich, suety glazes over a free pattern of foliage; 4. A bowl with grey-green ground covered with a rich creamy crackled glaze; 5. A vase with extremely rich reds in streaks shading

to form a broken blue ground; 6. A small pot of coarse clay with a crackled glaze of creamy tint; 7. A fine example of porcelain covered with a rich crackled glaze shading to a transparent purple; 8. A wonderfully developed red covered with a curtain of waxy glaze, crackled; 9. Pearly vase with coppery green markings, suggesting jade; 10. A fat crackled glaze with rich brown patches, the interior with fine texture; 11. Patches of red on a grey ground of thick mottled glaze.





# Naiads & Neroli

THE NAIADS of the GOLDEN Age had all the blossoms of the forests with which to perfume their hair. The very winds that caressed them as they bathed were laden with exotic fragrances.

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# THE STORY OF THE POTTERIES.

By FRANK LAMBERT, M.A., F.S.A.



FIG. 1. A FINE EXAMPLE OF "TOFT WARE": A DISH BY THOMAS TOFT, WITH THE ARMS OF CHARLES II. (ABOUT 1660).

THE story of Staffordshire pottery begins about the year 1600. The ease with which both clay and coal could be obtained in North Staffordshire was the first factor in the concentration of pot-works in this neighbourhood; another was the fact that early in the seventeenth century the land was split up into small holdings, and its owners were independent. In the words of Colonel Josiah Wedgwood, "about 1600 North Staffordshire found itself with the coal, the clay, and the opportunity." By the end of the century it had become the greatest ceramic centre in England. During the following century it developed into the greatest ceramic centre in the world.

The early potter of Staffordshire worked under very simple conditions, and was himself an all-round man. He dug his own clay, perhaps not far from his front door, threw his own wares, placed and fired them himself in the small oven which stood a few yards from the back of the cottage in which he lived. It was not till 1720 that one adventurous potter built himself a second oven, and as late as 1743 the brothers Baddeley created a sensation by erecting four ovens behind their works at Shelton. Their

in Germany for two hundred years. In this process salt is thrown into the kiln at the highest temperature of the firing, and combines with the body of the ware to form a thin layer of silicate of soda and alumina on its surface.

Whoever may have been responsible for making the first salt-glazed wares (Figs. 2 and 3) in the Potteries, they became extremely popular early in the eighteenth century, and immense quantities were produced between 1720 and 1780, when they were killed by the improvement of the cream-coloured body by the genius of Josiah Wedgwood.

During the sixty or seventy years of the production of salt-glaze in Staffordshire, its technique naturally underwent several important changes. There is no white clay in the neighbourhood; therefore, at first, the lightest-burning local clays were employed, mixed with the fine white sand from Mow Cop or Baddeley Edge. The rather lighter clay of Crouch, in Derbyshire, was also used, whence these early examples of salt-glaze are often known as "Crouch ware." Soon after 1720 the white clays of the South of England came into the Potteries, and these, in conjunction with the new discovery of calcined flint, made the white body characteristic of Staffordshire stoneware during the next half-century. So popular did this white ware become that soon after 1750 it is stated that sixty small factories were producing salt-glaze in Burslem alone.

During the whole period much of the ware was thrown in the usual way; but moulds of different kinds were also very freely used. The first moulds were of alabaster or finely engraved metal. Then moulds of pitcher or fired clay were introduced, which, being absorbent, facilitated the method of casting. Finally, a little before 1750, Ralph Daniel of Cobridge is said to have brought the first mould of plaster-of-Paris into the county, and its use for moulds became general so long as salt-glaze lasted.

Colour was first applied to the decoration of salt-glazed wares about 1740. At first it took the form known as "scratched blue," in which a simple floral pattern, with sometimes initials and a date, was incised, and moistened zaffre (a form of cobalt oxide) was brushed into the lines. William Littler, a salt-glaze potter working at Brownhills, covered the whole of the outside of some of his wares with a rich blue.

The rivalry of white salt-glaze with porcelain found its final expression in the application, about 1750, of enamelling, hitherto only used on porcelain, to the decoration of salt-glaze. According to tradition, it was introduced by two Dutchmen who settled in Cobridge as enamellers. Ralph Daniel soon afterwards imported workmen from Bristol and Chelsea and other centres of porcelain manufacture, and Cobridge became the headquarters of the craft of enamelling. Much of the decoration is Chinese in style, and thereby betrays the desire to imitate porcelain.

White salt-glazed pottery, at its best, is among the most beautiful of English ceramic products, and it can be regarded as the most typically English of all, for it was only made to a small extent outside Staffordshire, and hardly at all outside England. It had, however, serious

Meanwhile, the old earthenware body, glazed in the old fashion with lead, had steadily improved in the hands of the eighteenth-century potters, and finally superseded the stoneware body glazed with salt. The potters themselves—Thomas Whieldon of Fenton, the Astburys of Shelton, and Lane Delph, Twyford of Shelton, the Wedgwoods of Burslem, and many others—are, with the exception of the



FIG. 2. SALT-GLAZE WARES OF THE PERIOD 1720 TO 1770: A WHITE VASE AND AN AGATE FIGURE OF A CAT.

first, little more than names to us; in the absence of marks, we cannot identify their individual work. The greatest name was certainly that of Thomas Whieldon, who potted at Little Fenton from about 1740 to 1775. The fragments found in excavation prove the high technical quality of his productions; his influence on his own and the next generation is proved by the facts that Josiah Spode, William Greatbatch, William Garner, John Barker, and other well-known potters were among his apprentices, that Aaron Wood worked for him as a block-cutter, and that Josiah Wedgwood was his partner from 1754 to about 1758. The years, therefore, from 1740 to 1780 may justifiably be called the "Whieldon" period (Fig. 4).

The wares of the period fall chiefly into the following classes—

(1) *Agate Wares*.—These were made by laying thin bats of clay upon each other and wedging them well; the slice which was cut and pressed into the mould resembled banded agate. The finest specimens probably come from the factory of Whieldon himself.

(2) *Clouded and Tortoiseshell Wares*.—These had a cream-coloured body, and the surface was decorated by dabbing upon it oxides of manganese, copper, cobalt, or ochre with a sponge; patches of brown, green, blue, and yellow respectively resulted in the firing.

(3) *"Astbury" Ware*.—The name of Astbury has been incorrectly given to a class of ware with a buff, dull red, or chocolate body and pipeclay ornament in relief; sometimes bands of pipeclay were inlaid.

(4) *Enamelled and Printed Cream-Colour*.—Both the cream-coloured body and the lead-glaze were steadily improved during the century. According to tradition, it was the elder Astbury, about 1725, who first essayed the making of a white body. His son is said to have produced a finer body, and to have mixed flint with his lead for the glaze. In 1750 Enoch Booth of Tunstall first fired the ware unglazed, and then dipped the biscuit in liquid glaze and fired again. Finally, about 1770, John Greatbatch introduced the glaze used in the porcelain factories, and the china stone and china clay of Cornwall found their way to Staffordshire. A really white body was not obtained till the beginning of the nineteenth century, with the invention of Mason's ironstone. Enamel painting, first applied to porcelain, was freely used on cream-coloured wares, and finally, with the invention of transfer printing, this process was also used on the glaze.

We cannot leave this period without noticing the small figures of men and animals which are among its most characteristic products. Many of the animal figures have the usual "Whieldon" tortoiseshell mottling; but the finest and the best known are the human figures made by the father and son who both bore the name of Ralph Wood and worked at Burslem (See Fig. 6 on page 1108). The first (1716-1772) was the son of a miller; his son (1748-1797) carried on the pottery tradition. Their figures have a fine white body, and are broadly decorated with the purple, green, blue, and yellow of the "Whieldon" pottery, under a fine clear glaze. The work of father and son cannot be distinguished with certainty; it is supposed that the mark "R. WOOD" represents the father and "R. Wood Burslem" the son.

At the end of the eighteenth and during the first half of the nineteenth century Staffordshire figures were decorated in enamel colours—that is, the colours were mixed

[Continued on page 1108.]



FIG. 3. ENAMELLED SALT-GLAZE WARE: A JACOBITE TEAPOT WITH A PORTRAIT OF PRINCE CHARLIE.

wares were as primitive as the conditions under which they were produced. The material was the local clay, varying in colour from buff to a dull red. The decoration usually took the form known as "slip," which is clay watered down to a creamy consistency.

The most striking of all the early slip-ware are the dishes associated with the name of Toft, and often described as "Toft ware," because that name frequently appears on early and characteristic examples. These wares date between 1660 and 1680. The dishes, which vary in diameter from sixteen to twenty-two inches, are made from the local reddish-buff clay, and the upper surface is covered with a wash of light slip, which forms a background for elaborate decoration—crude portraits, floral schemes, the Royal Arms, and so on—in darker slip. On a panel below the decoration usually appears a name; other names are found besides Thomas or Ralph Toft, and may indicate either the maker of the dish or its recipient. A fine example from the Twyford collection is illustrated above in Fig. 1.

The manufacture of pottery in Staffordshire during the seventeenth century was little more than a peasant industry. Before the end of the century, however, a foreign influence appeared on the outskirts of the Potteries, and had a marked effect on the local craft. About 1690 two brothers, Dutchmen of the name of Elers, settled at Bradwell, between Burslem and Wolstanton, and began pot-making. Here they met with considerable success, and that success, combined with the secrecy of their methods, roused the jealousy of the local potters. The story goes that they engaged only half-witted men for the menial work; that their men were locked in their rooms by day and searched before leaving the factory at night. Two local men, Twyford and John Astbury, according to the tradition, obtained employment by assuming idiocy in one case and complete indifference in the other, learned the secrets, and returned to their own factories to practise them and to spread the knowledge among their fellows. The Elers, like other progressive potters of their time, had perhaps been engaged in trying to find the secret of Chinese porcelain. They are credited with the introduction to Staffordshire of a number of technical improvements, such as the more careful levigation of clay, and the use of the lathe, of alabaster moulds, and metal dies.

To the Elers is also said to be due the introduction of the method of glazing with salt, which had been practised



FIG. 4. POTTERY OF THE WHIELDON PERIOD—1740-1780: A TWO-HANDLED VASE.

practical disadvantages. The slight roughness of the surface, difficult to keep clean and damaging to cutlery, made it unsuitable for table-ware. With the gradual commercialisation of the industry, therefore, the process disappeared.



## THE COTTON TRADE AND ITS PROBLEMS—SOME POPULAR MISCONCEPTIONS.

By SIR CHARLES W. MACARA, BT.

IN an article I wrote for the Empire Number of *The Illustrated London News* twelve months ago, I endeavoured to show what an important position the cotton trade of England holds, and to point out some of the difficulties which were hindering and hampering the trade in its efforts to shake off the war incubus and get back to a normal state of working. In particular, I dealt with the necessity for an adequate and regular supply of



THE COTTON INDUSTRY OF CENTRAL INDIA: COOLIES CARRYING BASKETS OF RAW COTTON FROM A HUGE DUMP TO THE MILLS, AT INDORE.—[Photograph by R.T.]

raw material, and for better organisation in the industry, and I should now like to touch upon a few other matters which I am sure are but imperfectly understood.

First, I should like to put the reader right upon one or two points which must be exceedingly puzzling. There is one thing especially which must be a problem to him. It has reference to the actual state of the cotton trade. One day he will read that good profits have been made, and the next that huge losses have been incurred, and naturally he will be totally at a loss to reconcile the two statements. What he does not know, of course, is that the trade is divided into two great sections—the one which principally spins the fine Egyptian cotton, and the other which spins the good but coarser cotton chiefly grown in the Southern States of America.

The fine trade is about a third of the whole, and it is this trade, curiously enough, which has been the most prosperous ever since the war. It would, at first glance, be thought that the cheaper medium and coarse yarns would have the greater attraction for the consumer at a time when the world is impoverished; but it should be explained that the fine-goods trade is very largely one which caters for the better-circumstanced people at home, on the Continent of Europe, and in America; while the medium and coarser yarn, spun in Oldham and other centres and woven into cloth chiefly in Blackburn, Burnley, and other north-east Lancashire towns, are those upon which we have built up our enormous export trade in countries like India, China, and Japan, which contain half the population of the world, and where there has been great difficulty in paying the price demanded for textiles of all kinds.

The fine spinners have done well up till recently, as have the combines for bleaching, dyeing, finishing, and packing the goods; and it is the returns of these concerns, coupled with the profits made by firms engaged in the home trade, which convey the impression to outsiders that the trade is in a prosperous state. It is in the great medium section spinning American cotton, the section which represents two-thirds of the trade, where the trouble has been for the past five years; and it is the causes which have brought about this trouble, involving losses running into hundreds of millions of pounds sterling, that I wish to refer to.

To the casual observer it would appear, perhaps, that the vagaries of feminine fashion had a great deal to do with it. If the quantity of material required for a woman's dress is nowadays not more than about half what it used to be, it must have made a difference to the demand upon the producers of textile goods. But the cotton trade in this matter is not so much affected as the trade in worsted and other dress materials manufactured in Yorkshire and elsewhere; and, moreover, the change in fashion does not to any great extent affect those countries upon which the cotton industry relies for taking the great bulk of its exports. The home trade, after all, does not take more than about one-fifth of the cloth produced in the cotton-mills, and were it only a question of English trade we should have

little to complain about, for the business at home has all along been fairly satisfactory. We see from time to time well-meaning people giving a "cotton ball" at which cotton dresses are to be worn by the dancers, or one town or another arranging to have a "cotton week" in the shops, in the hope of improving trade; but these efforts are of little avail, the cotton trade having to rely upon tropical or sub-tropical countries to keep the large majority of its operatives in employment. The home trade, large as it may seem to those who see the stocks in some of our great drapery stores, is a small matter compared with the normal overseas trade in which England is engaged. For every hundred yards of cotton cloth taken in England, there are millions of yards taken by the enormous populations of tropical countries, where cotton cloth is practically the only fabric that is worn.

We shall have to look in other directions for the source of our trouble. Many are convinced that the root of the matter lies in the price of the finished goods; but in view of the great reductions made in the prices of yarn and cloth in the last twelve months especially, and the fact that our customers abroad have to a certain extent regained their purchasing power after a succession of bountiful harvests, one is inclined to discount this contention, even though cotton goods are still one hundred per cent. above pre-war prices.

It is quite true that the people of the Far East were badly hit during the war owing to European countries being unable to take the usual quantities of tea, cotton, jute, and other crops which were raised in India and elsewhere; but when communications were opened again the position improved rapidly, and now it can scarcely be said that Oriental countries are not in a position to trade. It would be much nearer the mark to say that business has been held up in many of the Far Eastern countries in consequence of the losses incurred by buying materials during the boom period, and for which unnecessarily high prices were paid owing to over-eagerness to obtain goods. It might have been said two years

ago that prices were prohibitive, but since then there have been, fortunately, crops of cotton large enough to bring down the price of the raw material very considerably, and the price of yarn has fallen even more sharply. Cotton cloth is approximately twenty per cent. cheaper than it was eighteen months ago, but, as I have already stated, is still one hundred per cent. over pre-war prices.

One is aware, of course, of the improvement in the Board of Trade returns of cotton goods exported. We actually exported last year 4,433,745,300 square yards of cotton piece goods, making the second largest shipments since the boom year of 1920. But these figures, though enormous, are a long way short of the figures of 1913, and this increase in demand might have been much greater but for the cautious policy that has been pursued owing to the violent fluctuations and want of confidence in the maintenance of present prices. This, indeed, is the key to the whole situation. These circumstances explain the present position as regards the greatly reduced volume of trade, and the competition in England for this trade accounts for the losses.

It should be further explained how the cotton-mills are financed. A policy different from that in any other industry is pursued. Instead of raising capital on fully-paid up shares, most cotton-mill companies rely largely upon loan money, the share capital often being but a small part of the whole, and only partly paid-up. It is a system which may work advantageously in prosperous times, but, as the past half-dozen years have shown, very unsatisfactorily when business is unprofitable. Loanholders, composed largely of thrifty working people, are apt to take fright quickly when trade is not good, and to withdraw their money, which, as a rule, is repayable at call. This trouble might have been greatly reduced if the trade had worked in unity and allowed a central body, comprising employers and operatives' leaders, to control its affairs. Steps could have been taken to stop losses, even if there had been no money available during the slump for the payment of dividends. The supply of yarn would have been cut down to the bare demand, and it could have been done scientifically and effectively. But, instead of co-operation, the employers' organisation has fought strenuously for the maintenance of an individualistic policy, talking of brooking no interference from anyone

in the matter of running their concerns. It is astonishing to hear people talk in this manner, when control of one kind or another is one of the great principles of civilisation.

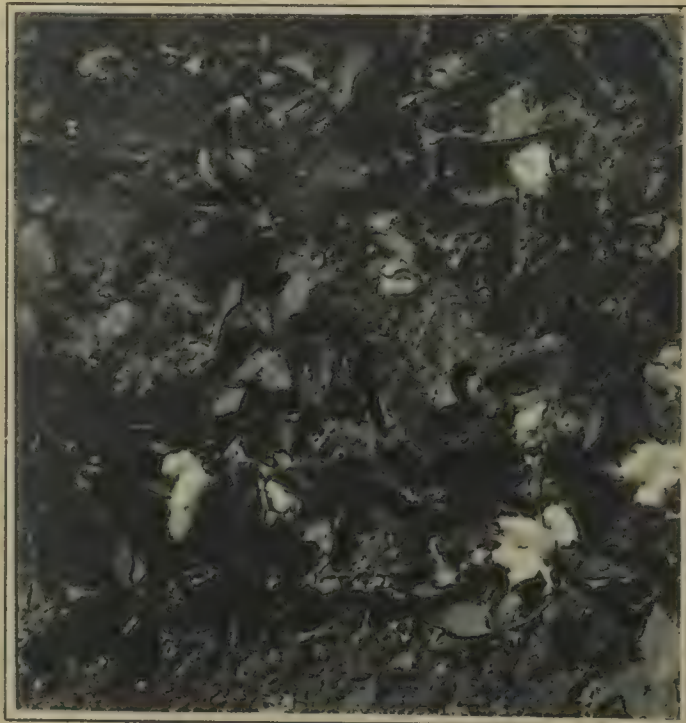
The cotton trade is like no other in the country. It is in the extraordinary position of having to draw the whole of its supplies of raw material from equatorial or sub-tropical countries, and, after manufacture, to ship the bulk of the finished goods to countries lying in the same latitudes—often, indeed, to the lands from which the raw material has been procured; and yet it is argued that there is no necessity for a body to deal with contingencies and to regulate supply to demand. We have continued our production irrespective of whatever may be happening in these cotton-consuming countries to reduce demand, and consequently have thrown our goods upon the market for whatever they may realise.

Many of the articles written on cotton affairs contain erroneous statements about foreign competition. The writers overlook the fact that England possesses one third of the cotton machinery of the world, ignoring the international statistics, available for twenty years, showing the impossibility of these foreign countries supplying their own requirements. Further, the machinery in these countries has cost fifty to one hundred per cent. more than in England. Many people imagine that the prosperity of the cotton trade depends upon the quantity of raw cotton consumed, whereas this factor is no guide whatever as to the extent and value of the industry.

In Lancashire we put skill rather than great quantities of cotton into our productions. We use a much less weight of cotton per spindle than most other countries, for the simple reason that we spin finer yarns, which are more valuable, and on which higher wages are paid than on the coarser yarns. We must know something of the class and amount of the machinery installed, the number of workers employed, rates of wages, and the quality and value of the goods produced, before we can make comparisons.

No people in the world can spin cotton of such quality and fineness as the English, and it is this advantage which keeps us ahead of all our rivals. The other cotton-manufacturing countries may become more skilful as the years pass, but none is likely to get abreast of England, because we have the ideal climate for this work, and the benefit of the inherited skill of generations of men and women.

It is deeply to be regretted that we cannot adopt means for keeping such a splendid industry as ours in a state of administrative efficiency. We need not fear Italy, Japan, or any other country on the productive side; all we are wanting is a little common-sense infused into our methods of organisation. Everyone feels that a big business would come forward if spinners could be got to regulate supply to demand, which would ensure profitable prices. The greatest need is stability and confidence, which in itself



COTTON-GROWING IN EGYPT: A "CLOSE-UP" STUDY OF COTTON BLOOMS, WITH THE PODS JUST OPENING, RIPENING IN THE HOT SUN, AT BENI-SOUEF.—[Photograph by R.T.]

would at once stop the losses incurred, and it is only the competition of English spinners among themselves that keeps a much larger trade from materialising.

I give these opinions after having had forty years' practical experience in industrial matters, both nationally and internationally.



## FROM ANCESTRAL SEAT TO INDUSTRIAL CITY: TRAFFORD PARK.

DRAWN BY OUR SPECIAL ARTIST, CHESLEY BONESTELL.



## A MODERN "MIRACLE": TRAFFORD PARK—SEEN ACROSS THE MANCHESTER SHIP CANAL FROM CATFORD BRIDGE.

Trafford Park, near Manchester, has been the scene of one of the greatest industrial developments of modern times. For many centuries the seat of an ancient family, the estate eventually fell into the hands of the jerry-builder. Then came the great change, which can be best described in the words of a booklet on Manchester by Mr. T. P. O'Connor, M.P., who describes the growth of Trafford Park as "a modern miracle." After the construction of the Ship Canal, there was need of a great centre for stores and factories. "Mr. Marshall Stevens," writes Mr. O'Connor, "organised a great company to acquire the Trafford Park Estate, and then set to work on a new

project, no less than to make Trafford Park practically an industrial metropolis. There was the water on the one side, the great railroads around. The manufacturer in Trafford Park was in touch with the population of all the world. It was a daring though a simple idea . . . but it has proved a gigantic success. The directors of Trafford Park have directed their attention to another side of its activities, the building of independent and gigantic stores for the storing of goods pending their transfer to purchasers. If anyone wants to see one of the most interesting things in this great old country, he should go to Trafford Park."—[Drawing Copyrighted in the United States and Canada.]



# A "TRANSPORT" FOR THE AMERICAN "INVASION": ONE OF THE WORLD'S LARGEST LINERS IN SOUTHAMPTON WATER.

FROM THE DRAWING BY C. E. TURNER. (COPYRIGHTED.)



ONE OF THE GREAT LINERS ENGAGED IN THE "ATLANTIC FERRY": THE "MAJESTIC" IN SOUTHAMPTON WATER, AFTER BRINGING OVER AMERICAN VISITORS FOR THE LONDON SEASON.

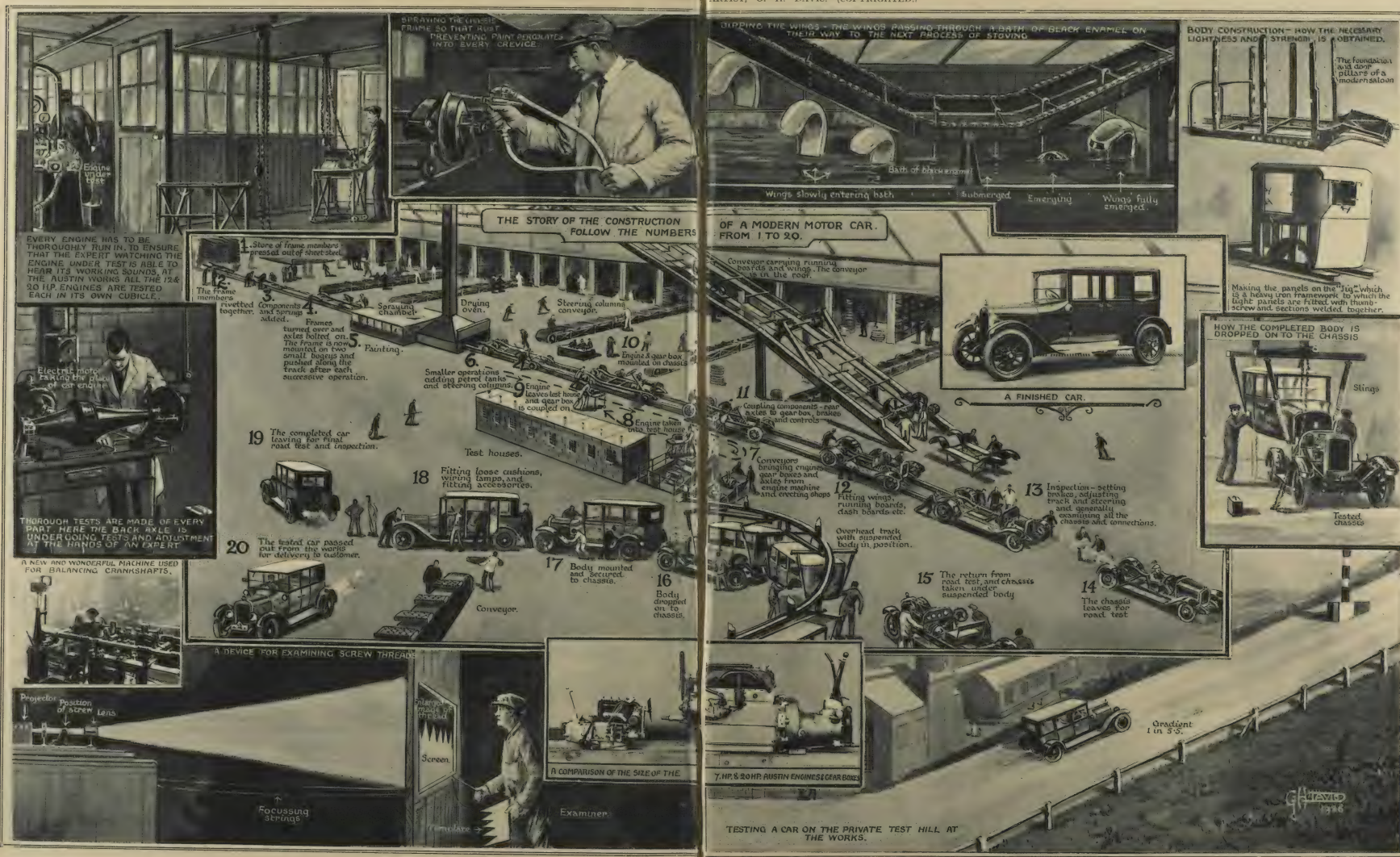
The London Season of 1926 is remarkable for the large number of Transatlantic visitors to these shores. The huge ships of the Atlantic lines have brought thousands of passengers on the eastward journey, Southampton receiving the majority of arrivals. The drawing illustrates one of the most famous and popular ships that

bringing Americans over to England—the R.M.S. "Majestic," of the White Star Line. The great liner is shown in Southampton Water, as seen from Netley Beach, with her enormous bulk outlined strongly against the setting sun. Her gigantic size is emphasised by comparison with the small sailing craft moored off shore.



# THE MAKING OF A MOTOR-CAR: AN INDUSTRY IN WHICH BRITISH MANUFACTURE IS UNSURPASSED.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS. (COPYRIGHTED.)



## FROM CHASSIS FRAME TO FINISHED VEHICLE: DIAGRAMS SHOWING THE CONSTRUCTION

The modern British automobile has now become such a reliable vehicle that it is wonderful to examine, at one of the great motor-works in this country, the production of a car from the first to the final operation, and see how thoroughly it is all done and what an incredibly short space of time is occupied. In this diagrammatic drawing (made in the Austin Motor Company's Longbridge Works, at Birmingham), it was, of course, not possible to show the actual making of all the parts, large or small, from the smallest screw to the engine and gear-box, but we have depicted in the smaller illustrations just a few of the methods of testing during manufacture of these parts, and two of the tools that are used. The balancing of the crankshaft, for example, must be dead true, because of the vibrations caused by out-of-balance masses rotating at high speeds. A mass of only one ounce in weight revolving in a circle of twelve inches at 4000 revolutions per minute will give rise to an outward pull or centrifugal force amounting to 36 lb. Thus the new Gisholt 'balancing machine, shown in one of our illustrations, is a very useful and necessary tool. Another of our smaller illustrations shows how the light saloon bodies are now rapidly constructed of light metals such as aluminium, yet are capable of standing hard use on the road and are free from drumming. For now that the totally enclosed type of body is so popular in this country, and when heavy

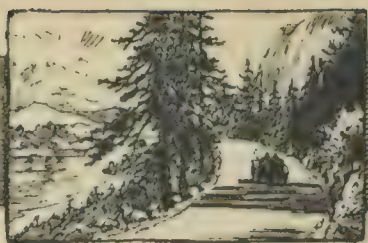
## AND ASSEMBLAGE OF A CAR IN ONE OF THE GREAT BRITISH MOTOR-WORKS.

taxation drives the majority of modern motorists to use the small car, lightness must go hand-in-hand with strength, otherwise the wonderful little engines will be overburdened. In the centre diagrammatic drawing we see the whole operation of assembling the parts, which have been manufactured elsewhere in the works or by other firms specialising in a certain component; so that, by following the large numbers from one to twenty, the series of operations is made clear, from the moment when the pressed chassis frame is placed in position to the time when the gleaming finished car glides silently and smoothly from its birthplace to be delivered to the purchaser. We see it being pushed on from one gang of men to another down the steel rails, taking shape as it goes, part after part being rapidly fixed in position, until it takes its first taste of the open road, minus body, and in the hands of the expert tester. Then, when it comes back again, the body is waiting, slung to its overhead rail, ready to be dropped into position; and soon body and chassis are connected, sundries have been added, and the car goes out again for another test. It is sent roving up the test hill of a gradient of one in 5.1, round the private test-track at the works, and then out to the open road. After all has been reported as O.K., it is finally passed out of the works ready for use. Truly the modern British motor-car is second to none in the world.



# The Joy of the Car and the Open Road.

By THE ROADMAN.



THE present generation has grown up so well accustomed to travelling by road that at times one wonders whether it fully realises the joys of motoring! Some of riper years certainly do not

accelerator pedal when changing down from a high to a lower gear, the second of time occupied in the act of letting in the clutch, and taking it out of engagement for the second time, when the gear lever is in the neutral position, being the "opposite number" to the pause when changing up. But, oh! what

joy when the beginner has achieved the perfect silent change both "up" and "down"! Drivers then feel they belong to the elect, and the car seems to know as well, for it runs better and better the more expert its pilot becomes.

Perhaps one ought to sound a note of warning to new motorists not to be too confident because they have achieved perfect control and without any mishap, although they have covered a thousand miles. Accidents such as buckled wings are apt to happen to over-confident drivers. Therefore, be careful, however experienced you may be. There is a story told of an old-time driver, who had handled most makes of cars, taking out his new "bus" for a short trial trip before he had insured it, and, before he had proceeded five hundred yards

from his garage, another car crashed into him. This was also not insured, because its owner had neither cash nor credit, and the car was a very ancient affair, worth perhaps £40. Not one penny did the "old-timer" get from the offender, and he had to pay for the damage to his brand-new car himself. Therefore, never drive your car until it has been insured against all risks.

Wise motorists are careful to attend to such matters, and also to see that their cars are duly provided with all comfort devices for themselves and their passengers. The full joy of exhilaration that motoring gives cannot be appreciated by the passenger or driver if uncomfortable or cramped for space either for leg or sitting room. Neither can passengers ride in comfort if unprotected from a back-draught behind their head and from the wind in front of their face. Therefore, always see that each passenger has a comfortable head cushion that fits well into the nape of the neck and supports as well as protects the head from being joggled by the motion of the carriage, and from the back draught caused by natural suction of the air to fill in the space as the car speeds on its way. Further, fit a rear screen in front of the passengers sitting in the rear seats of

There is so little to attend to in the running of the modern car that the days are long past when one needed much mechanical knowledge or skill to keep the machine in order. In fact, beyond refilling the tank with petrol, the radiator with water, and the gear box, back-axle, and engine sump with oil, and occasionally greasing and oiling up all joints and spring shackles, there is nought to do. Other matters are better left to skilled hands in the garage, as service is given well and freely by the local man from whom you purchase your machine, or from the works in which it was made. Therefore, the most inexperienced person can own a car to-day, well knowing that it will need but little care from the purchaser, provided he or she takes it occasionally for a wash and oil-up to the garage.

Pytheas, a Greek traveller in Britain about B.C. 330, extolled the British chariots. If he were alive to-day he would praise our roads and our cars, for the charm of our country is that with our automobiles we can soon reach the open country from every city and town in the kingdom. Our well-made roads lead one to spots that would be missed by the traveller and tourist if their journeying were by other means than motoring. Who, for instance, would discover that leafy lane that runs from Henley to Twyford, which is a bower of gold in autumn and a continuous green archway in summer, but for the car? Even the lover of the river that runs parallel with this road cannot see its sylvan beauties truly from the punt in which he or she may glide along its side.

No wonder so many folks of very moderate means buy cars to-day to provide them with their only pleasure. The joys it gives are as varied as the



WITH A TOWER OF WARWICK CASTLE FAINTLY SEEN ABOVE THE COTTAGES:  
A 20-60-H.P. SUNBEAM AT BRIDGE END, WARWICK.

when they murmur that cars are an expensive supplement to the *laves* and *penates* of the household. It is so easy to demonstrate that travelling in a car costs less than by train, is practically as quick, and certainly is free from a number of irritating items that disturb equanimity—time-tables among the rest. Men are slaves of time, it is said, but the modern motor-car has Time by the forelock, as it can always manage to gain a little from the clock, if required, by its power of transporting its passengers straight from door to door.

The General Strike gave confidence to many who previously used their cars only on quiet country roads, encouraging them to visit towns and cities, and they found, to their surprise, that their vehicles were easy to handle in the traffic as long as they paid attention to the obstructions ahead, and never bothered about what might be behind them, beyond giving these a warning when they were about to change the direction of their route. The result is that many car-owners now use their vehicles daily in place of only at week-ends—and, moreover, save time and money in doing so.

Discussing the question of economy of motoring recently, a fellow-motorist, who is the possessor of a small two- or three-seater car, told the writer that he spent ten guineas in covering one thousand miles in a month, as against about nine pounds in actual fares, to say nothing of the money saved in being able to return to his home at night in place of having hotel bills to pay, and the risk of catching colds while waiting on draughty platforms for trains, or street corners for buses or taxi-cabs. But this was a case of solitary travelling, and the cost for two or even three persons would have been no more. For motoring enables the car-owner to share the pleasures of change of scenery and the joys of the road with others at small cost, as the modern carriage is constructed to convey its passengers with comfort and protection under all climatic conditions.

Practically, a four-seater costs no more to run than a car that is constructed to carry a less number; neither to buy nor to maintain. No mechanical skill or large engineering knowledge is required to handle the modern motor-car. The novice can learn to drive one in a few hours of practice, especially if, by chance, he or she has ridden a push bicycle, as that has enabled the rider to acquire what is termed "road sense," and some judgment of speed and distance. Even that bogey, the gear-box, is no real terror if the driver will remember to make a pause when the gear-lever is in a neutral position when changing up to a higher gear, and take the foot off the accelerator pedal when changing; also to double de-clutch and keep the foot on the



A RESTFUL MOTORING PICNIC AMID THE WOODLANDS OF LEITH HILL:  
A CROSSLEY "FOURTEEN" AT FRIDAY STREET, A GEM OF SURREY SCENERY.

the touring car. Then they will ride in true comfort with their feet on foot-stools and with cushioned head supports.



WHERE THERE ARE INHABITED DWELLINGS CUT OUT OF THE LIVING ROCK (SEEN IN BACKGROUND): A 14-45-H.P. ROVER CAR AT KINVER, WORCESTERSHIRE.

A reduction in the price of the 14-45-h.p. Rover car was recently announced.

country through which it carries them. There is never a sameness, as even the road you travel going never appears in the same guise if you return the same way. One looks at Nature at different angles all the time. The open road in an open car at this season is indeed a true health-giving pleasure. One picnics in new-found oases with the same delight as the traveller finds water in a desert, discovers new flora in unexpected woods and dells, and archaeological treasures in villages hidden far away from the main highways.

The byways of our country offer a new field for exploration. And one never need doubt that, however steep the unexpected hill or how twisting the path, your car will carry you to your journey's end without fail. Reliability is the keystone of the modern motor, and its engine and brakes are equal to overcoming every kind of road hazard to be encountered.

Motoring leads one to enjoy fresh air under the best advantages, if only in providing an easy means of transport for visiting one's friends and acquaintances. There is no need to be lonely if one owns a car. An evening's run will drive away any fit of depression by its magic charm, as a change of scene changes one's thoughts unconsciously. A sharp burst of speed on the open and free highway, or a gentle amble in pastoral lanes, can be varied by a climb up a hillside road, and the prospect on its summit cannot fail to please the jaded mind or smooth the careworn brow. If you doubt it, buy a car and try the cure.



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# The Making of a Favourite "Sweet": A Chocolate Factory.

FROM THE PAINTING BY STEVEN SPURRIER, R.O.I. (COPYRIGHTED.)



CHOCOLATE IN THE MAKING: (1) "MÉLANGEURS" GRINDING COCOA BEANS AND SUGAR; (2) MOULDING CHOCOLATE CAKES AND BARS; "CONCHING"—THE FINAL PROCESS OF CHOCOLATE-MAKING.

The making of chocolate—one of the most popular "sweets" in this country—is here illustrated by scenes in the well-known works of Messrs. J. S. Fry and Sons, at Bristol. "All chocolate," writes our artist in a note on his pictures, "is prepared in more or less the same way. The first part of the preparation is the smashing up of the cocoa bean and sugar. These are put into huge metal mortars and ground, as shown in the first drawing, by two large rollers which revolve as the

inside of the mortar slowly turns. The mortar is heated, and as the bean is crushed and the sugar melts they form a sticky paste, which after seven days is taken out and put into the machine shown in No. 3 drawing. This machine pushes the paste backwards and forwards by means of an arm. This process is kept up for four days, after which time the chocolate is taken out in a refined condition. No. 2 shows the work of making plain chocolate cakes and wrapping."





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being used by other people in order  
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# Haig

*The Father of all Scotch Whiskies*

*Established 1627*



## AN ADMIRABLE SPIRIT :

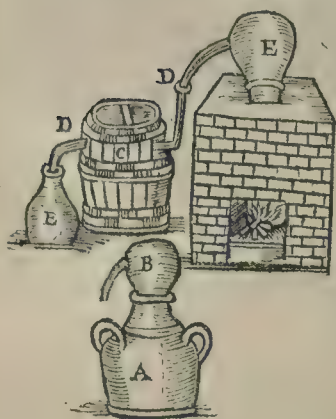
PURE air, the finest barley, a fragrant peat fire, and an abundance of crystal-clear, soft water are of vital importance to the whisky distiller; and as some, at least, of those raw materials are still indifferent to the achievements of modern transport, it explains why the American, Australian, and the other illegitimate offspring of an admirable spirit will not bear comparison with the whiskies of Scotland and Ireland.

Obviously, therefore, it is no mere fortuitous chance that has located many of the most famous distilleries in surroundings of unsurpassed splendour. The Highland distillery is not infrequently discovered sheltering beneath the protecting mountains in a wildly picturesque glen of romantic associations, a glen which has watched the primitive burn-side still of the mountain farmer or clansman develop into the efficiently run distillery with its extensive modern buildings and plant.

Distilling was originally carried on as a side-line to farming. The farmer required an outlet for his crops, and, as there are limits even to the amount of barley a Highlander can consume in the form of "kail," he erected his still-house as a matter of course. When the Government began to take an officious interest in the matter, the farmers, with their inherent love for nourishing a grievance, refused to submit to the appalling injustice which they considered was being perpetrated upon them. Besides, the remoter glens, being almost inaccessible with the primitive transport of those days, were rarely made to feel the necessity for respecting the law's authority.

### Of the Art of Distillation.

A has Still.



- A, Shows the bottom of the barrel which is to be of copper.  
B, The fire.  
C, The barrel filled with cold water to refrigerate and condense the wales and oil that run through the pipe or worm that is put through it.  
D, A pipe of brass or pewter, or rather a worm of Tin running through the barrel.  
E, The Alembick set in the furnace with the fire under it.

How to make Aqua vitæ out of Beer.

Take of stale strong-beer, or rather, the grounds thereof, put it into a copper Still with a worm, distill it gently (or otherwise it will make the head of the Still fly up) and there will come forth a weak Spirit, which is called, low Wine: of which, when thou hast a good quantity, thou mayst distill it again of it self, and then it will come forth a good Aqua vitæ.

A POT STILL OF 1651: A WOOD-CUT FROM A BOOK OF THAT DATE.

The book from which this old wood-cut was taken is entitled, "The Art of Distillation." Composed by John French, Dr. of Physick. London: Printed by Richard Cotes, and are to be sold by Thomas Williams at the Bible in Little-Britain without Aldersgate, 1651." Sir Walter Gilbey adds the following note: "'Aqua vitæ out of Beer' was similar to the Whisky of to-day, which is distilled from fermented wort, technically called 'Ale.'"

From "Notes on Alcohol," by Sir Walter Gilbey, Bt. (Vinton and Co.)

The prohibition of private distillation turned the Highlands into a land of smugglers. Everybody made *usquebaugh*, and everybody drank it. The farmers from the various glens used to make up parties, with teams of pack-animals laden with the product of their private stills, to carry their whisky across the hills to the markets of the south. Excisemen could not, and did not, attempt to cope with the traffic without the aid of considerable force, and on occasions, when the smuggling bands were thought to be swollen beyond the normal proportions, the military was called out to do battle for law and order.

The forces of law and order, however, were hopelessly routed on occasions numerous enough to convince the Highlanders in their belief that these same forces represented mere tyranny and Sassenach oppression. And it



PUBLISHED IN 1692 BY JOHN TAYLOR, AT THE "SHIP," IN ST. PAUL'S CHURCHYARD, A SEVENTEENTH-CENTURY STILL. From "Notes on Alcohol," by Sir Walter Gilbey, Bt. (Vinton and Co.)

was not only the population of the more inaccessible glens that resented this unprecedented taxation of the necessities of life: for every licensed distillery in Edinburgh at the beginning of the nineteenth century there were fifty that were unlicensed.

Unfortunately, Scotsmen cannot be depended upon to conduct business in a romantic fashion when their traditional canniness shows them that the romance is not only illogical but unprofitable. The more shrewd among them were not deceived by temporary successes into believing that their good fortune and illicit traffic could last for ever. They toyed with the idea of extending their clientèle and consolidating the goodwill of their business. And, coincident with the passing in 1824 of the Act to promote distilling under license and to suppress more vigorously the pursuit of smuggling, they began to entertain the heretical belief that, after all, there might be nothing really despicable in their conversion to respectability.

So the newly legitimatised distiller saddled his pack-train and loaded his pistols against his unregenerate colleagues, who now sought recreation from the more serious business of harassing the Excisemen in the haphazard destruction of the men they regarded as a species of blackleg on an honourable body of traders. The legalised distiller, however, deserved praise, not execration, for his courage in breaking away from the prejudices of the times; for it is clear that the present world-wide ramifications of the Scotch whisky trade have their foundations in the Distillery Act of 1824.

The early history of whisky distilling, or, indeed, the distillation of any potable spirits, is obscure, but the process is said to have originated in the East. It has been applied to wine (for brandy) since the end of the eleventh century. The first mention of whisky in Scottish records dates from the fifteenth century, but it is clear that spirits distilled from grain have been in common use in Scotland and Ireland at a much earlier period. No form of control over the manufacture of spirits appears to have existed previous to the reign of Charles I.

The word "whisky" (when spelled "whiskey" it denotes that the spirit originated in Ireland, where the distillers retain a strong affection for the letter "e") is a corruption of "uisge," from the Celtic "uisgebetha" (water of life), or "usquebaugh," which is a later form. Although Scotch whisky was obtainable in England at the time of the Tudors, it was only during the last century that it achieved popularity in this country as well as abroad, particularly in the British Dominions and Colonies. Alcohol is obtained by fermentation, a natural phenomenon; and the main object of distillation is to separate much of the water from the other constituents of the fermented liquor, thus obtaining a beverage with a higher alcoholic content.

In the production of whiskies two distinct methods are employed—the pot still for malt whiskies, and the patent, or Coffey, still for grain whiskies. For the pot still—so named on account of its shape, and also because it is directly heated by a coal fire—malted barley alone is used. The raw materials for

## THE MAKING OF WHISKY.

the Coffey still are malted barley and other unmalted cereals. The patent still, which is continuous rather than intermittent in its action, is heated by steam, and one of its first considerations is to obtain a higher percentage of alcohol. There are 120 pot-still distilleries in Scotland, all working stills which have changed little from those in use for centuries. The patent still is employed in twelve grain distilleries.

Before pot-still distillation commences the barley has first to be malted and the "wash" brewed. After being steeped in water for from forty to sixty hours, the barley is spread on the malting floor, where it germinates for from ten to fourteen days till its starch has been converted into saccharine. The green malt is then elevated to the kiln, the floor of which is made of wire mesh, so that the whole heat and smoke from the peat fire below passes up through the malt, imparting to it the rich, peaty flavour which afterwards gives to Highland whiskies one of their greatly prized characteristics.

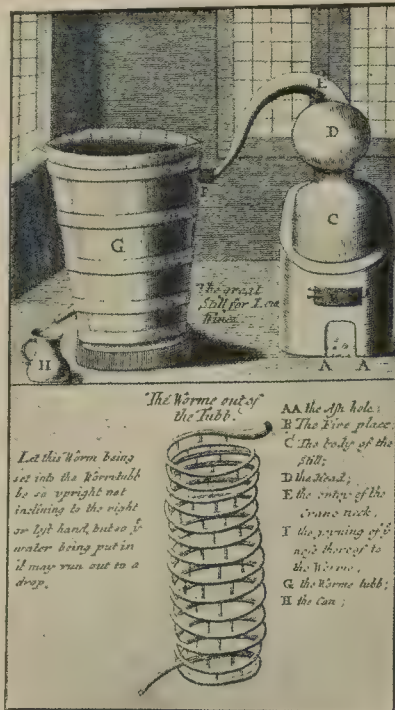
After maturing in bins for five or six weeks, the malt is ground in the mill and conveyed to the mash tun, where it is mixed with water at a certain temperature and stirred by machinery, thus liberating the saccharine in the malt. The liquor, or wort, is then strained off, cooled, and run into the fermenting vats, where the addition of yeast sets up fermentation, which converts the saccharine into alcohol. The wash, as it is now termed, is then ready for distillation.

The still-house generally contains two copper stills, the larger known as the wash still and the smaller as the spirit still. The wash is pumped to the wash-charger, whence it is fed into the larger still. There it is heated to a suitable temperature, and the alcohol and other constituents of the malt rise, with a certain proportion of water, in the form of vapours. These vapours are condensed back into liquid form by passing through many copper pipes under cold water, and then run through the safe to the vessel known as the low wines and "feints" receiver. The spirit so produced, known as low wines, is neither strong enough nor pure enough for use as whisky. It is re-distilled in the second, or spirit, still. From thence, by way of the spirit receiver

it is pumped to the spirit store, to be filled into casks. But the second part of the run from the spirit still, known as feints, is directed into the low wines and feints receiver; thus there is always a balance of partly manufactured whisky to be carried forward to the next distillation.

There are five distinct types of Scotch whisky. As has been stated at the outset of this article, the character of a whisky is intimately connected with the location of its distillery. The Highland malt distilleries form the principal group, and are situated north of the boundary formed

(Continued on page xxiv.)



SIMILAR TO THE POT STILL NOW IN USE: A POT STILL OF 1692—A WOODCUT FROM A BOOK OF THAT DATE.

From "Notes on Alcohol," by Sir Walter Gilbey, Bt. (Vinton and Co.)

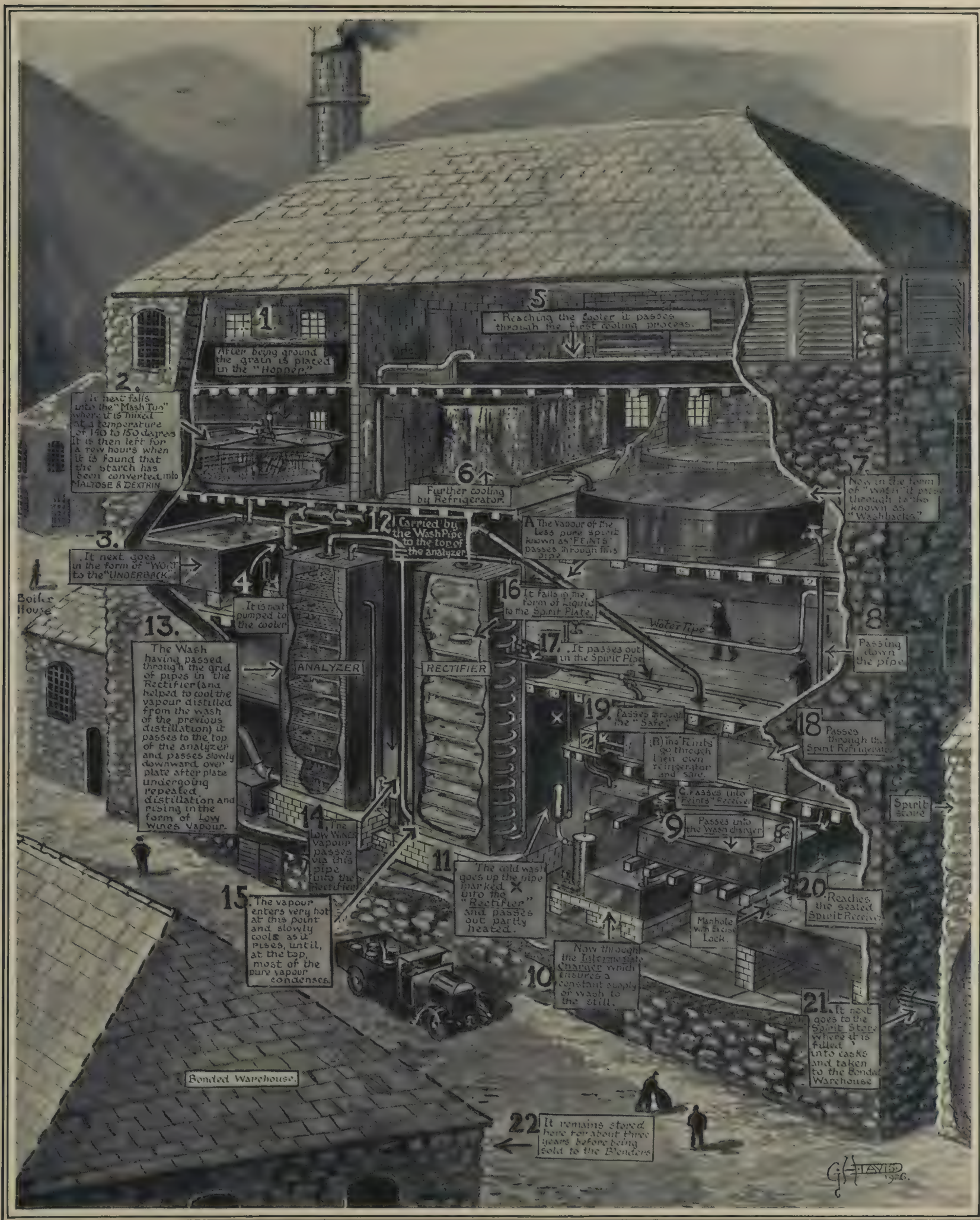


SIMILAR IN PRINCIPLE TO STILL OF THE OLD TYPE: THE STILL HOUSE OF THE HIGHLAND PARK DISTILLERY, ORKNEYS.



## FROM GRAIN TO SPIRIT: WHISKY-DISTILLING—A COMPLEX PROCESS.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS. (COPYRIGHTED.)



## SHOWING (BY NUMBERS) THE MANY SUCCESSIVE PROCESSES IN A WHISKY DISTILLERY: DIAGRAMS OF THE PATENT STILL.

The average man knows nothing of the complicated process that many of our beverages go through before they reach him to be consumed. Whisky is an example, and here is shown only a part of the modern plant required to produce this popular drink. It is again a case of an old trade developed by new methods and new machinery, as described in Sir William Bragg's recent articles. Coffey's Distilling apparatus, shown in this diagrammatic drawing, is now very largely used in these islands. The spirit thus produced is usually mixed with that produced by the simple pot still, and is blended and diluted until it is of the exact blend to be bottled and marketed. The blending process is quite distinct from that of the distilling, and various methods of blending are jealously guarded

secrets. The whole later portion of the operation is carefully watched over by the Excise Officers, who are trained to charge duty on the spirit. All the pipes in the distillery have their various colours to show what is their function. Thus "feints" are blue, spirits black, and water white. To show how cleverly the apparatus is designed, it can be seen, for example, how the cool "wash" in the grid of pipes in the rectifier is made to cool and condense the "vapour" of the low wines already heated by steam in the analyser, and causes it to drop to the spirit plate and be drawn off. The heated low wines vapour that has gone before plays its part in starting the heating process of the fresh wash, so that two operations are combined and the time taken for distillation is shortened.



## THE ROMANCE OF A CIGARETTE: EARLY STAGES OF ITS MAKING.

FROM THE PAINTING BY STEVEN SPURRIER, R.O.I.



### PROCESSES IN THE MANUFACTURE OF CIGARETTES: GIRL WORKERS IN A FAMOUS TOBACCO FACTORY.

Our artist's picture, which was made by courtesy of Messrs. Carreras, Ltd., in their factory, represents an early stage in the making of cigarettes, after the unpacking of the tobacco. On the right, in the background, is a row of girls untying the bundles of leaves, which they then throw to a man who is steaming the leaves. When the leaves have been properly treated, they are taken over to the girls seen on the left, who remove the spine, or stalk, from each leaf. Then the leaves go to another room to be cut into fine shreds and put into a cigarette-

making machine. The various stages in the making of a cigarette may be enumerated as follows: 1. Opening the bales of leaf; 2. Unpacking; 3. Steaming; 4. Separating the bundles of leaves; 5. Taking out the leaf stem; 6. Cutting the leaf; 7. Getting out the impurities; 8. Making the cigarette on the machine: rolling tobacco and paper, printing, cork-tipping, cutting in proper lengths; 9. Packing in all its forms: first the cigarettes into packets and then these packets into larger packages for distribution.—[Drawing Copyrighted in the United States and Canada]



# CRAVEN 'A' CORK TIPPED CIGARETTES



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VARY!**



## SHIPBUILDING AND MARINE ENGINEERING: PRESENT-DAY DEVELOPMENTS.

By JAMES W. CAMPBELL, M.Sc., A.M.I.Mech.E., A.M.I.E.E.

AT a time when a certain number of industries are suffering from depression, it is a matter of interest not only to those immediately concerned, but also to the general public, to get trustworthy information on the state of invention and development which might lead to a return of really prosperous days. Shipbuilding and marine engineering may be discussed from this standpoint,

ship-owners at home and abroad. In the case of a vessel of 10,800 tons, a saving in the number of components to be handled of 36 per cent. results from using this method of building; the amount of caulking is reduced by 23 per cent.; and  $7\frac{1}{2}$  per cent. less riveting is required. This is, indeed, a contribution of undoubted merit in the winning back to prosperity of a sorely tried industry, but, as we shall later see, it is far from being the only one.

that famous firm, Messrs. William Beardmore and Co., Ltd., at their Dalmuir yard. This vessel, the *Conte Biancamano*, has a gross tonnage of 23,000. Vessels of 20,000 tons are generally the largest which are now capable of economic construction and economic running. Many of the large passenger lines have now replaced the vessels they lost during the European War, and future building will depend solely on the improvement in industrial prosperity. Many recently constructed vessels have been so designed that they may be converted for world cruises or utilised on other than a single specific service, which was characteristic of earlier building. This is a clear indication that ship-owners desire to take full advantage of any changes in the demand for passages to and from any part of the world.

Economic running is essential to successful operation of vessels at sea, and one of the largest contributing factors is the efficiency of the propelling machinery. For some years now, shipowners have had to consider the adoption of a means of propulsion from the greatest possible variety, and this year is to witness an innovation of remarkable interest, and, probably, one which will lead to renewed activity in the yards in a few years' time. Recently there has been witnessed an enormous growth in the use of internal-combustion engines for marine propulsion. At first this was confined to slow-speed vessels, but there has been seen since then an inclination to instal Diesel engines in ships of the intermediate class. During the year 1925 there were launched in Great Britain and Ireland 342 merchant vessels, of a total tonnage of 1,084,633. Of these, 272 were steamers, 51 were motor-ships, and 19 were barges. About one-third of the total British tonnage for the year were motor-ships. From these figures, it will be appreciated that the development of the large internal-combustion engine is of great significance to the shipbuilder. It may safely be said that, whatever changes are made in the direction of reducing fuel-consumption, increasing the range of travel of a vessel by reducing the quantity of fuel needed per day, and of cutting down the periods that must be spent in dock refuelling, are immediately reflected in the demands made upon shipbuilders for the provision of new vessels.

Almost every shipbuilding concern is therefore engaged at present in the development of oil-engines of the highest efficiency, and progress is reported continuously in the engineering and shipping periodicals, in order that those concerned may have full knowledge of what has already been done. The success already won is very impressive. In order that a large power output may be obtained from each engine cylinder, the prevailing endeavour is to obtain a satisfactory, economical and reliable engine which generates power on both sides of the piston—what is termed "double-acting." In one notable case, the Still engine, developed for marine purposes by Messrs. Scotts Shipbuilding and Engineering Company, Ltd., of Greenock, the top of the cylinder is used as a Diesel engine, and the part below the piston as a steam engine, using steam generated from the waste heat going through the cylinder walls, augmented by supplies from auxiliary boilers heated by the funnel gases, with extra supplies of heat from oil

(Continued on page xxviii.)



MAKING A MAN LOOK VERY SMALL: AN 86-FOOT-LONG STEEL PROPELLER SHAFT BEING FINISH-TURNED IN A HUGE LATHE, AT PARKHEAD FORGE.

This photograph was taken in the Machine Shop at Parkhead Forge, Messrs. Beardmore's Works at Glasgow. The full description is: "Steel hollow propeller shaft in lathe being finish turned. Length of shaft, 86 ft. 6 in. Diameter of shaft, 23½ in. Hole through shaft, 12 in. to 18 in. diameter. Note the huge lathe required."

and, as they are both examples of paramount importance to the well-being of the people of the land, they deserve the most earnest consideration.

A ship-owner, Mr. A. C. F. Henderson, of the Cunard Line, recently took upon himself the task of gauging the amount of tonnage which it might reasonably be expected that this country would produce in the year 1920. When it is stated that his final estimate was 1,200,000 tons—rather more than the production of 1908 or 1909 and practically the same as the average building during the years 1921 to 1925, it might be taken that shipbuilders have little to grumble about. That, however, is not the case, as most of the shipbuilding that is done to-day is carried out either with but little profit or with an actual loss.

Shipbuilding and shipping are not alone in this respect, for it is unfortunately true that many of our main industries are in a difficult position when it comes to securing, in the open international markets, a reasonable return for the capital and labour which their products represent. Only through our overseas trade can we exist, and we must be able to improve continuously our world position. No artificial means can be resorted to, with permanent success, to obtain an increased share in the ocean transport of goods and passengers, and we are therefore forced to look to the genius and constructive abilities of our people for improvements in design of ships and their machinery by which economic production and running of ships may be possible, in spite of the troublesome times we are passing through. British invention and initiative are never so markedly shown as when the conditions are serious. At such periods we discuss the changes in construction of ships and their machinery, and gauge our hopes for the future.

To-day the principal demand in shipbuilding is for vessels constructed for special services, for which general cargo vessels are entirely unsuitable. For this reason, we find there is a considerable amount of tonnage of oil-tankers under construction, and of vessels for carrying food-stuffs, which require a low temperature for their preservation. Sir Joseph Isherwood, Bt., introduced his well-known system of longitudinal construction for tankers in 1907. In this method a better use of the steel used is obtained by replacing the multitudinous closely spaced frames by a much smaller number of strong transverse frames, with which are associated heavy longitudinals. This system is now recognised as the standard method of construction for such vessels, and Lloyd's Register of Shipping has adopted the method in framing its rules for oil-carriers. By this construction, troubles formerly experienced in heavy weather at the bulkheads sub-dividing the vessels have been entirely eliminated, but only at some considerable cost and inconvenience in building. Recently, after long investigations, Sir Joseph and Mr. William Isherwood made profound changes in construction by the elimination of the brackets at the bulkheads, which, while enabling the advantages of the older construction to be retained, resulted in large reductions in the weight of steel used in the building of a tanker. Two vessels are at present under construction on this system, and the results obtained will be viewed with interest by

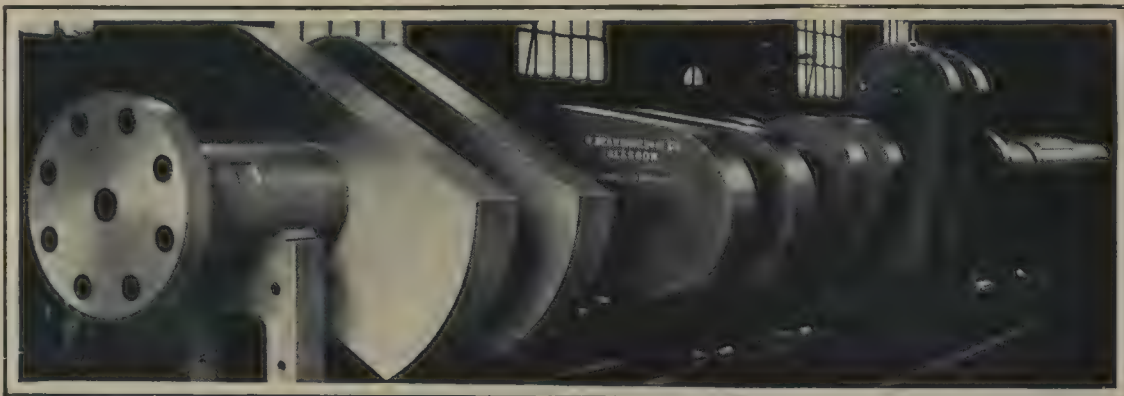
In the building of passenger liners of gigantic sizes there is but little possibility in the immediate future.



GIGANTIC BESIDE A MAN: THE 50½-TON RUDDER, IN CAST STEEL, FOR THE S.S. "EMPRESS OF CANADA," THE LARGEST LINER IN THE PACIFIC.

The illustrations on this page show typical products of the Steel Foundries of Messrs. William Beardmore and Co., Ltd., Parkhead and Mossend, Lanarkshire.

The largest, and perhaps the most notable, recent construction among turbine-propelled liners is one built for the Lloyd Sabaudo Company of Genoa by



WEIGHING OVER 76 TONS: AN ENORMOUS STEEL CRANKSHAFT FORGED AT MESSRS. BEARDMORE'S WORKS.

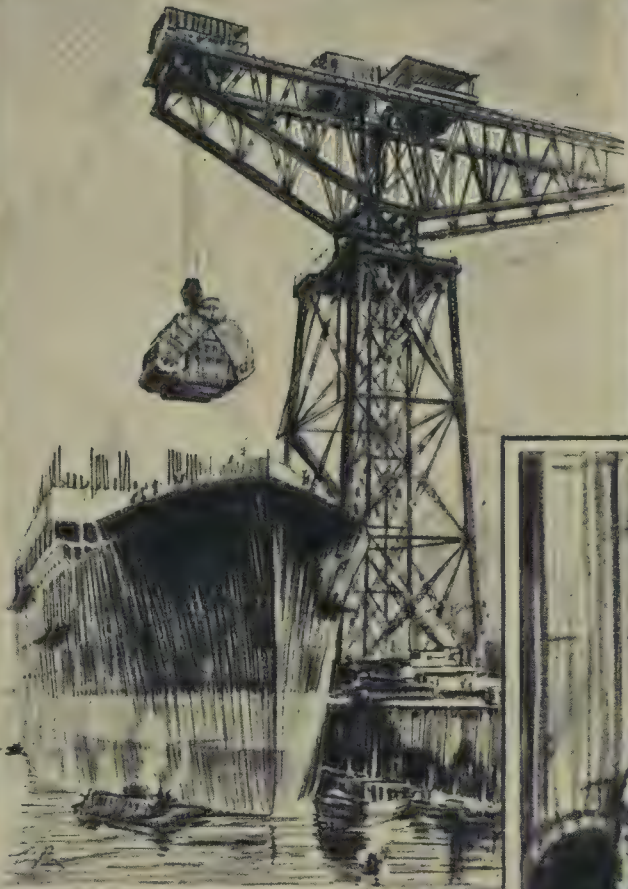
The full description reads: "Steel forged built four-throw crankshaft with fly wheel shaft 21 in. to 28 in. diameter, and having a 6 in. diameter hole through centre. Weight, 76 tons 19 cwt. 3 qrs. This gives an idea of the size and weight of built up crankshafts which can be manufactured at the Parkhead Works."



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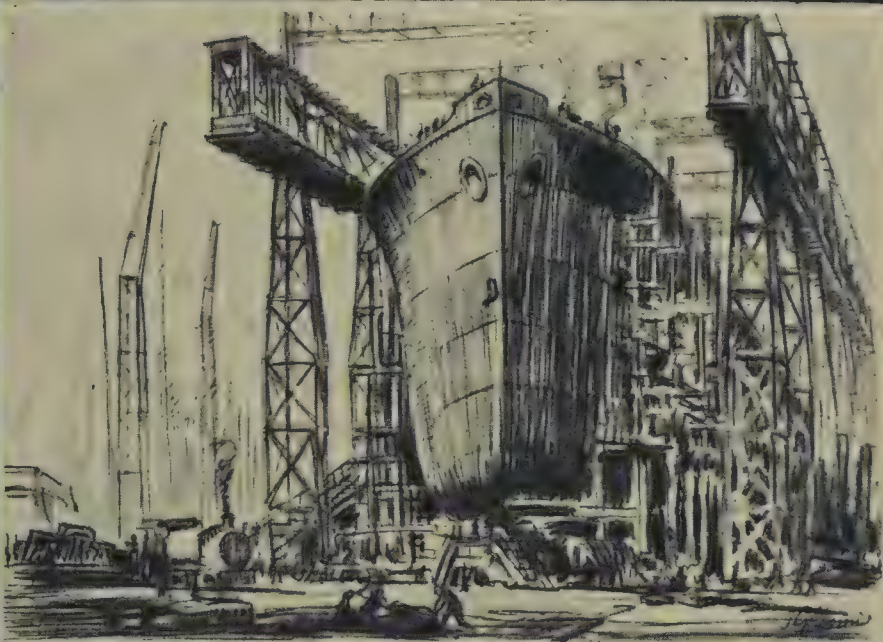
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# AFTER THE NORTH POLE FLIGHT: AMUNDSEN'S ARRIVAL IN ALASKA.

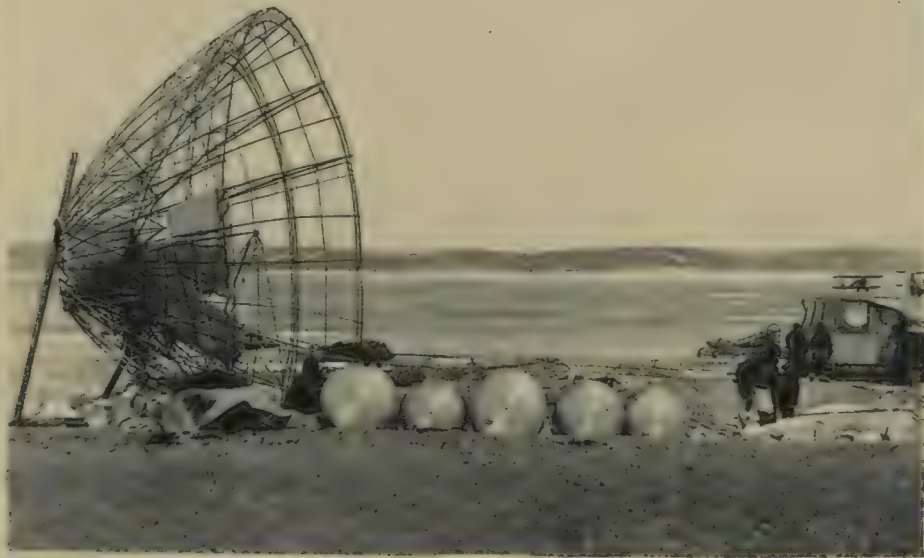
PHOTOGRAPHS BY INTERNATIONAL NEWSREEL.



WHERE THE "NORGE" LANDED: AN AIR VIEW OF TELLER, THE LITTLE ALASKAN TRADING POST AND REINDEER STATION, SEVENTY-FIVE MILES FROM NOME, THE ORIGINAL DESTINATION.



WHERE AMUNDSEN AND HIS PARTY WERE QUARTERED AT NOME: A FAMOUS LOG CABIN, FORMERLY ALASKA'S CHIEF CLUB HOUSE AND "A REGULAR MONTE CARLO."



THE DISMANTLING OF THE "NORGE" AFTER HER FLIGHT ACROSS THE NORTH POLE: THE AIRSHIP BEING TAKEN TO PIECES AT TELLER, IN ALASKA.



WITH A MOTTO RECALLING THAT THE "NORGE" (BUILT IN ITALY) STARTED FOR SPITZBERGEN FROM ROME: THE ARCH OF WELCOME ERECTED AT NOME.



PREPARING FOR THE SHIPMENT OF THE AIRSHIP BY STEAMER TO SEATTLE: MEMBERS OF AMUNDSEN'S CREW OCCUPIED IN DISMANTLING THE "NORGE" AT TELLER, IN ALASKA.



AT NOME: (L. TO R.) CAPT. ROALD AMUNDSEN, MRS. RALPH LOMEN (WIFE OF THE NORWEGIAN VICE-CONSUL), MR. LINCOLN ELLSWORTH, CAPT. WISTING, AND LIEUT. OMDAHL.

Captain Amundsen and his party in the "Norge," after flying over the North Pole, landed on May 14 at Teller, a small trading post and reindeer station in Alaska, some seventy-five miles north-west of Nome. The total length of the flight from Spitzbergen to Teller was 3393 miles. After first sighting the Alaskan coast at Point Barrow, the airship encountered rough weather and fog, and the remaining 650 miles took twenty-four hours. Eventually, it was reported, a leakage of gas became serious, and it was necessary to abandon the intention to reach Nome. An Italian sergeant descended by parachute at Teller to direct the landing, which was accomplished safely with the aid of the whole population—about 200, mostly Eskimos. The gas-bag of the "Norge" was at once deflated,

and she was gradually dismantled for shipment to Seattle. Captain Amundsen, with Mr. Lincoln Ellsworth (second in command), Captain Wisting (lately commander of the "Maud"), and Lieut. Omdahl (engineer), went on to Nome by sledge and launch, arriving on May 16. The people of Nome were much disappointed that the landing was not made there, after Amundsen had sent a wireless message asking for one hundred men to be ready. Nevertheless there were great festivities on his arrival, organised by his old friend, M. Ralph Lomen, the Norwegian Vice-Consul. "The log cabin at Nome," writes a correspondent, "owned by Rex Beach, Tex Rickard, Frank Hall, and others, is the greatest club-house in Alaska, and in the early days was a regular 'Monte Carlo.'"



# Fashions & Fancies



A felt crown and a manilla brim adorned with a bouquet of flowers expresses this smart little hat from Woollands.



Cyclamen-coloured hemp straw trimmed with flowers and ribbon velvet have been chosen by Woolland Bros., Knightsbridge, S.W., to fashion this delightful hat for summer days in town and country.



Felt and crinoline in a soft peach nuance are allied in this charming hat. It must be placed to the credit of Woolland Bros.

## Frocks for Goodwood and Henley.

Now that Ascot is over, Goodwood and Henley loom large on the social horizon. A parade of charming frocks for these occasions was held recently at Asprey's, New Bond Street, W., whose reputation for lovely *objets d'art* has extended to dresses and wraps. Printed chiffon was a favourite material. One charming affair was patterned with demure roses, red and white; and another with a bold harlequin design in jazz colourings. A third variation was printed with gay colours at the top, merging into a black-and-white border, and a quaint little bolero opened on countless rows of narrow lace. Quite irresistible for a fair debutante was a simple frock of white georgette hemmed with yellow chiffon, and bordered with printed poppies, cornflowers and golden wheat, while tiny meadow flowers were strewn haphazard on the rest of the frock. Bows of yellow chiffon at the neck and wrist completed this delightful picture of summer. Another very youthful creation was a white crêpe-de-Chine, patterned with tiny blue and black spots, finished with a demure organdie collar and cuffs. For an older woman was a striking dress of white georgette panelled with navy-blue, introducing a skirt of pleated crêpe-de-Chine printed with a cherry design, the front of the corsage being embroidered with larger cherries to match.

**Some Accessories for the Day and Evening.** A popular fallacy that must be disabused is that everything coming from Asprey's must of necessity be costly. On the contrary, many of the accessories, and the frocks themselves, displayed in the dress show, were pleasantly inexpensive. Attractive high-crowned

over crêpe-de-Chine, which can be worn with or without the long coatee with flaring sleeves which accompanies it. Incredible though it may seem, the price complete is £5 19s. 6d., and many lovely colours are available, as well as black. A useful tea-frock for the older woman, available for 8½ guineas, is of crêpe-de-Chine printed in distinctive patterns of black and white.

## A Lovely Evening Cloak.

Surely every woman will long to possess the fairylike evening cloak pictured just below, which is a study in peach georgette embroidered with paillettes and completed with hem and heavily ruched collar of silver lamé. It is a lovely summer wrap which is to be seen at Harrods, Knightsbridge, S.W. Another attractive cloak in the same salons which is surprisingly moderate in price is expressed in a fascinating material which looks like patterned shaded velvet. The bolster collar and lining are of chiffon velvet, and the price is 9½ guineas.

## A New Hair-dressing Centre.

"Women's service for women" is the motto of Feminix, the new hairdressing and beauty centre, at 26 A, Albemarle Street, Piccadilly, W. Permanent waving is a speciality, and every type of head is carefully studied, so that the happiest results are obtained. The charming coiffure pictured here has been artistically waved in these salons, and transformations, perfect reproductions of Nature in her kindest mood, are also to be found here. Now is the opportunity, before leaving London for the sea, to indulge in the luxury of permanent waving, which at this season of the year will prove to be a sound economy.



A charming coiffure which has been permanently waved in the salons of Feminix, 26a, Albemarle Street, W.

crinoline hats, which roll up to almost nothing and can be carried in the pocket without suffering any damage, are obtainable for 39s. 6d., and sports felts too; and a fascinating little "Gretchen" cap of gold lace for the evening, with an upstanding coronet frill in front, costs only £1 1s. It keeps the hair faultlessly tidy when motoring or stepping in and out of taxis, and gives an effective finishing touch to an evening toilette. As to frocks, a jumper suit of real Angora wool, incredibly soft and fleecy, is obtainable for 9½ guineas, and several of the pretty chiffon frocks are about the same price.

## Shady Hats for Sunny Days.

The trio of delightful hats pictured above will lend charm to the simplest frock. The wide-brimmed affair on the extreme right is expressed in felt and crinoline trimmed with delicately tinted flowers; felt and manilla are blended in the centre model, a drooping spray of roses adding a vivid splash of colour; and on the left is a small hemp straw, swathed with ribbon velvet and flowers in exquisite colourings. They are to be seen at Woolland Brothers, Knightsbridge, S.W., where there is always an infinite variety of hats for all fashionable functions. There are, too, smart little beret felts, with tiny mushroom brims, available for 29s. 6d., indispensable accessories of the season's wardrobe.

## Tea Gowns and Frocks.

Pictured on the left is a fascinating modern tea-gown, which is carried out in blue and cyclamen georgette, beautifully embroidered, completed with a jewelled ceinture. It is one of the many lovely models to be found in the tea-gown department at Marshall and Snelgrove's, Oxford Street, W. In the same salon is a charming sleeveless tea-frock of lace



Peach georgette, delicately embroidered and trimmed with ruched silver lamé, expresses this lovely summer evening wrap for the season's gaieties from Harrods, Knightsbridge, S.W.

(PHOTO. BASSANO.)



A lovely tea-gown carried out in starry blue georgette and cyclamen. It is exquisitely embroidered, and completed with a jewelled ceinture. It may be studied in the salons of Marshall and Snelgrove's, Oxford Street, W.

(PHOTO. ELWIN NEAME.)





"I PROMISE you, old chap, when this cork comes out you're going to taste a beer that will give you a new notion of what beer ought to be."



## THE WORLD OF WOMEN.

THE KING and the Queen approve very heartily of Princess Victoria's new home, Coppins, near Iver, Bucks. The Princess has received more than one visit from their Majesties, and has had all an owner's pride in showing them over what is a really charming house. It is quite a modest little place, but most comfortable. It has a very good garden, and this will be a joy to the Princess, who loves flowers. The country round is very attractive, and the house and garden command good views of it. Princess Victoria is, as Queen Alexandra was, a dog-lover, and always has a canine companion, favouring terriers, Cairn or Scotties. Few people realise how strong and good is her influence in the Royal Family, because it is such a quiet and unobtrusive one. The Prince of Wales is much attached to her, and she and Princess Mary Viscountess Lascelles have always been fast friends. Their Royal Highnesses have been to see her in her new home. Happily, Princess Victoria is quite restored to her normal health, never of the robust order; but she is never an invalid, having a fine spirit which keeps her going. Her house is within easy motoring distance of Windsor and Bagshot, and London is also easily reached from it.



THE WIFE OF EGYPT'S HIGH COMMISSIONER:  
LADY LLOYD.

Photograph by Keystone View.

Everyone will cordially wish Princess Victoria a long and happy possession of her new home.

The Duke of Connaught has always taken the closest interest in the grandchildren from Sweden, and Princess Ingrid is paying his Royal Highness rather a long visit. She bears a strong resemblance to her mother, Princess Margaret of Connaught, afterwards wife of the Crown Prince of Sweden. She is an only daughter, with four brothers, and has entered on her seventeenth year—her sixteenth birthday was on March 28. Her father and step-mother are in America, and her time here—about two months—is to be regarded as a holiday, although, I believe at her own wish, she is to have lessons in music and painting. In the latter her aunt, Lady Patricia Ramsay, will be well qualified to advise her. She is too young to be much in Society on this visit, but will come out next year. She desires especially to see the tennis at Wimbledon, being herself good at the game. Princess Ingrid is pretty and bright, and very English in her character and temperament. She has an interesting pair of young cousins in the Earl of Macduff, who will be twelve in August, and Master Alexander Ramsay, who will be seven in December.

Lady Lloyd is said to express no anxiety about her husband, High Commissioner for Egypt, and very much in the public eye, because he has a difficult situation to handle. He is a clever man, and has had a lot of diplomatic experience. He was mentioned four times in despatches while serving in the Great War. Lady Lloyd, who is tall, graceful, and very good-looking, was for six years Maid of Honour to Queen Alexandra. When she was married, the Queen-Mother was still in mourning and did not attend the wedding, but Sir George, as he then was, and his bride visited her Majesty at her request before starting on their honeymoon. Lady Lloyd's father is Commander the Hon. Frederick Lascelles, brother of the Earl of Harewood, and, of course, uncle of the Duchess of York. One of her brothers is assistant

private secretary to the Prince of Wales. One of her sisters married a son of Archbishop Maclagan of York, and her other sisters are also married. Lord and Lady Lloyd have one son, the Hon. Alexander David Frederick Lloyd, who will be fourteen in September.

A new lady barrister is the Hon. Ruth Buckley, the youngest daughter of Lord and Lady Wrenbury, who is a member of Lincoln's Inn. She has traditions in the law, for her father was Mr. Justice Buckley, the author of the standard book on Company Law. He is the fourth son of the Rev. John Wall Buckley, for forty years Vicar of St. Mary's, Paddington Green. The new lady barrister's eldest brother is a barrister of Lincoln's Inn, and his wife is a Judge's daughter. Miss Ruth Buckley, barrister—

(Continued overleaf.)



A DÉBUTANTE OF THE FIRST COURT:  
THE HON. STELLA MARIA WYNN.

Photograph by Lafayette.

BY APPOINTMENT



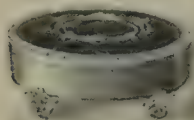
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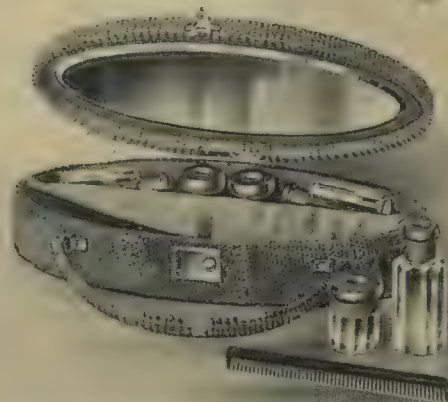


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*Continued.]*

at-law, must have heard much of that abstruse subject all her life, and naturally availed herself of the profession being open to her sex.

The Hon. Stella Maria Wynn was a débutante of the first Court, and previously her mother, Lady Newborough, gave a dance for her at 15, Bruton Street, at which royalty was present. She is an only child and in her nineteenth year. Her mother is the daughter of the late Captain Philip Montagu, of Down Hall, Dorset. The Newborough Barony is



WIFE OF THE LORD CHANCELLOR, AND CHAIRMAN OF THE BALL COMMITTEE OF THE MIDSUMMER BALL: VISCOUNTESS CAVE.

Irish, dated 1776, and the Baronetcy English, while the family is of Welsh extraction. Miss Wynn is a charming girl, and will have a real good time this season, with the following seasons of Scotland, country house, and the now very favourite autumn.

Viscountess Cave, who is chairman of the Ball Committee of the Midsummer Ball to be held on Tuesday next, at the Hyde Park Hotel, in aid of the British Empire Cancer Campaign, is a favourite with all who know her. Tall and graceful, with a charming manner, she is an excellent hostess, and will receive the company at the ball with the Countess of Birkenhead, who is vice-chairman, and with Viscount Cave, Lord Chancellor, and chairman of the Campaign. Lady Cave is a collector of old glass and old British china. There is a fine suite of apartments in the House of Lords which are used by the Lord Chancellor and his wife. There is, in these beautiful rooms, furniture with histories attached and beautiful in itself. They are deeply interesting apartments, and are used by the Lord Chancellor and Lady Cave as their town residence; they have also Wardrobe Court, Richmond, Surrey, and St. Anne's, Burnham, Somerset. Lady Cave is a daughter of the late Mr. William Withey Mathews, of Woolston House, Somerset. The late General Sir Lloyd William Mathews was her brother.

There is to be a "Midsummer Night's Dream" set of groups at the ball, organised by a junior committee, of which Miss Maragaret Buée, a niece of Lady Cave, is chairman. Prince George Chachavadze, the Hon. Dorothy and the Hon. Grace Bethell, Sir Basil Bartlett, Bt., Miss Helena Oldershaw, Miss Helen Stagg, and Sir Howard d'Egville are included in the "Titania" and "Hippolyta" groups. Lady Eleanor Smith is at the head of the latter, and Miss Betty Baldwin is in the "Puck and Mustard Seed" group. Miss Vacani has arranged a special dance for the ball, which is under the patronage of the Duke and Duchess of York.

An interesting young couple whose marriage will be an event of next month are the Hon. Rosemary Guest and the Hon. Gilbert Hay. Miss Guest is the elder of Viscount and Viscountess Wimborne's two daughters, and was a débutante of last year, when there was a ball for her at Wimborne House, one of the chief events of the season, at which were several royal guests. The bride-elect is like her mother, pretty, picturesque, and most attractive. Her sister will be eighteen in October, and will be a débutante

next season. Mr. Gilbert Hay is the younger of the two sons of Lord and Lady Kilmarnock, and has entered on his twenty-fourth year. Lady Kilmarnock



PRESENTED AT THE COURT OF JUNE 9 BY LADY LOCKE ELLIOTT: MISS FELICITY HUTCHINSON, YOUNGEST DAUGHTER OF SIR GEORGE AND LADY HUTCHINSON.

is a clever musician and a good linguist, and a very delightful lady, cultured and many-sided. Her brother, Sir Victor Mackenzie, has seen much service, and has many Orders. He was best man to Viscount Lascelles at his marriage with Princess Mary. The bridegroom-elect's elder brother married Lady Idina Sackville, daughter of the eighth Earl De La Warr. There are no children of the marriage, which took place in September 1923. Lord Kilmarnock was appointed High Commissioner for Rhineland in 1921, and his only daughter married, in 1924, Colonel Rupert Sumner Ryan, D.S.O., British Deputy High Commissioner for Rhineland. The Earl of Erroll, Mr. Gilbert Hay's grandfather, is the twenty-third High Constable for Scotland. A. E. L.

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P. 383



## THE BOOKSELLER'S WINDOW

THUNDER ON THE LEFT. By CHRISTOPHER MORLEY. (Heinemann; 7s. 6d.)

Mr. Hugh Walpole's preface to "Thunder on the Left" is so comprehensive that there is very little left for a reviewer to say, except that its author is not nearly as well known in this country as he ought to be. Nobody else in the wide world, says Mr. Walpole, could have written it; and he denies this distinction to Christopher Morley's earlier work. But some of us have thought they saw a writer who stood alone as far back as "Parnassus on Wheels" and "The Haunted Bookshop," and have refused to accept the idea that the dangerous name of Barrie was written over Mr. Morley's private door. Be that as it may, we can join whole-heartedly in the present recognition of a brilliant and beautiful fantasy. The rumble of the thunder—or, if you like to take it from "R. L. S.," the stamp of Pan in the thicket—is never very far away from the group of young American men and women whose adult actions and reactions are spied upon by a child disguised as a man. The child does not understand them—how could he, when the grown-ups with inexplicable persistence spoil their own joys?—but neither do they understand themselves. "Tout est dangereux ici-bas, et tout est nécessaire," quotes Mr. Morley. It was not for Martin to know that—Martin, with a dash of Pippa somewhere back in his dream ancestry. "Thunder on the Left" is a novel of rare enchantment.

MAPE. By ANDRÉ MAUROIS. (Bodley Head; 7s. 6d.)

"Mape" is not inspired, as "Ariel" was inspired, by a single freakish figure of genius, and the translation is occasionally heavy-footed. Its English version falls definitely into the second rank of André Maurois' work. On the other hand, it has a prologue which is a perfect gem of a prologue. The first story is the begetting of "The Sorrows of Werther," by the transmutation of Goethe's early passion for Lotte Buff into that immortal riot of sentimentality. M. Maurois sees the artist as Sir James Barrie sees him. He is a wanderer in Mape, the land of refuge from intolerable everyday, the land of perpetual make-believe. Whether Goethe, whose after-life shows so little of the lost dreamer, ever penetrated as far beyond Mape's mysterious borders as the story would have us believe

is open to argument; but the effect is highly dramatic. True to life or not, the four studies in the book are finely conceived, and presented with M. Maurois' inimitable deftness.

OTHER EYES THAN OURS. By RONALD A. KNOX. (Methuen; 7s. 6d.)

Father Ronald Knox's satire pirouettes with whirling twirls and little airy leaps. It raises laughter as often as smiles, and open laughter is good for soul and body. "Other Eyes Than Ours" is therefore a tonic, to be recommended in the summer season. It tells how Harold Shurmur took to spiritualism because he wanted to convince Otto Gaedke, who was dead, that he had been wrong, and Shurmur right, in the matter of a conjectural restoration of a passage in Persius. To him there entered conveniently Mrs. Haltwhistle, who dabbled in strange cults, followed by Godfrey Minshull, his old friend, who was ready to oblige with a new means of communication with the spirits. Father Knox does more than hang certain arguments, for and against, on this inviting peg. He exhibits types of believers and unbelievers, and makes merry. The serious intention is under the surface; the wit is on the surface. He gives you, for instance, Kitty Rostead, the old-young girl, coming down to breakfast "like Venus risen from a flour-barrel." It is all very gay and nimble, and vastly enjoyable to read.

ODTAA. By JOHN MASEFIELD. (Heinemann; 7s. 6d.)

You will remember the names of Carlotta and Don Manuel coming in, in "Sard Harker." Just enough was said to outline their story. It is told in full in "Odttaa," as touching Highworth Ridden, aged eighteen, fresh from a public school and tossed into a South American Republic to sink or swim. That he swam, the little clay pot among the iron, was due partly to the vitality of youth and the toughness of the English squirearchy, but at least as much to the passage of Carlotta—once only, and then for a few hours—through his life. It takes a poet to translate the charm of Carlotta into words. It takes John Masefield the writer of romance to steer Hi Ridden through the swamp and the river, the forests of poisonous beauty, the mountain gap and the grass valley, and keep the edge of his adventures sharp as a razor-blade. "Odttaa" is a captivating book. It

is dated carefully in the 'eighties; but the knight-errantry of Hi Ridden belongs to the age of chivalry. It is very good to read about, and stirring to the blood.

THE OLD MAN'S WIFE. By C. E. LAWRENCE. (John Murray; 7s. 6d.)

It is never an engaging subject, the young woman married to an old man; but C. E. Lawrence, with reticence and a skilled technique, has lifted it into dignity. The dignity is the wife's, the country-woman's, who waits upon and bears with old Francis Yare, until his madness forces her to leave him. The clean stock and the degenerate are well contrasted. As for Ann Yare in her days of suffering, she is a noble figure, and for her portrait alone "The Old Man's Wife" is a book to be read. But the other characters and the dramatic crisis at the close are hardly less noteworthy. A trial scene in a novel is apt to read as melodrama. It does not do that here, because it is seen mirrored in Ann's mind. (That is where the technique of the artist tells.) If there is a touch of the melodramatic, it is in the penultimate chapter; and the readers who are passionately on the side of Ann—as by that time they will be—will be too grateful for her rescue to cavil at the manner of it.

THE GLASS MENDER, AND OTHER STORIES.

By MAURICE BARING. (Heinemann; 8s. 6d.)

Maurice Baring's stories for children are here collected in one volume. They are fairy stories of the true tradition: poor Hans, the cunning apprentice, the three fortune-seeking sons, and plenty of kings and queens. That they follow the stars of Hans Andersen and the Brothers Grimm will endear them, other merits apart, to the most conservative and faithful audience in the world, the nursery people. Do you remember Andersen's story that begins: "In China, as you know well, the Emperor is a Chinaman"? Then you will be suitably delighted with "The Blue Rose," that opens: "Once upon a time there lived in China a wise Emperor." The nursery convention, which places China in a magical world knowing nothing of General Feng, is, you see, properly respected. There is always room for real fairy stories. "The Glass Mender" is sure of its welcome, and a place next to the old favourites on the easy-to-get-at bookshelf.



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## THE CHRONICLE OF THE CAR.



**Motor Taxation.** In view of the Government's proposal under Clause 40 to divert one-third of the annual yield of the private car and cycle taxes from the Road Fund to the Exchequer, it is desired to make a protest on behalf



CAMPING, WITH THE AID OF A MOTOR-TRAILER, NEAR KING'S BROMLEY, IN STAFFORDSHIRE: AN 11-22-H.P. WOLSELEY FOUR-SEATER DE LUXE.

of motorists against the transfer to the Treasury, in the guise of a luxury tax, of funds which should be remitted to users in alleviation of their heavy taxation burdens. Motorists in this connection include owners of motor-cars and cycles, manufacturers and agents, all of whom are concerned in seeing that the user is not overtaxed, and that the motor industry is not discouraged from producing vehicles suitable for both home and foreign markets. The Chancellor of the Exchequer, in his Budget statement (April 26, Hansard, Col. 1718), said:

For the future we propose that the revenue from motor taxation shall be divided between the Road Fund and the Exchequer on the broad principle that what is raised on account of wear and tear should go to the roads and the balance from the luxury or the pleasure aspect of it shall go to the Exchequer.

It is contended that it is most unjust to maintain the tax on private cars and motor-cycles at a



WITH A 15-40-H.P. HUMBER: PICNICKING IN A KENTISH WOOD.

higher level than is represented by their wear and tear of the roads. Motorists have paid taxation willingly in the past knowing that the whole proceeds would be applied to the roads, and they would be willing to continue payment on that understanding. To an ever-increasing number of owners of private cars and motor-cycles their vehicles are a necessity or a part of their business equipment. It is impossible to differentiate between luxury and utility-users, and the fact that a vehicle is taxed on a horse-power basis is no justification for the assumption that a third of its use is exclusively for luxury or pleasure purposes.

It is submitted that it is grossly unfair to impose a luxury tax upon products which are subject already to very heavy special taxation. In this country there is no general luxury tax upon personal property, nor is it proposed to impose such a tax upon any other forms of transport—whether by land, sea, or air. During the recent emergency the private car and motor-cycle proved their national utility, and, if additional revenue is desired from luxury taxation, it might well be exacted from, say, articles of personal adornment, which at present escape

taxation altogether. If the yield from the taxation of the private car and motor-cycle is greater than is needed for road purposes, the burden on these vehicles should be correspondingly reduced. The private car in this country is more highly taxed than in the Colonies or foreign countries. Average figures only can be given, as different methods of taxation prevail, and they include a tax on petrol in the majority of cases. Estimates show that a 10-h.p. car would pay £10 in Great Britain, whilst it would pay on an average £3 in America, £2 10s. in Canada, £3 10s. in France, and £3 in Italy. The American average figures of taxation include the petrol tax, and all other State and local taxes.

Motorists welcome the prospect of, the petrol tax in place of the horse-power tax, as foreshadowed in the Chancellor of the Exchequer's Budget Speech, as not only would the tax be according to use, but manufacturers would be free to alter design to suit foreign and colonial markets. But motorists are acutely alive to the danger that the existing high taxes may be continued or even raised under the description of a luxury tax added to the petrol tax, and that such a tax would be a permanent addition to the heavy burdens they will have to carry. A scheme under which the incidence of a luxury tax can be distributed fairly requires far more consideration than appears to have been given to it. Motorists, therefore, whilst protesting against paying a higher tax than is required for road purposes, submit that the operation of Clause 40 should be limited, in any case, to one year, so that the whole subject may be fully considered before this badly-balanced method of taxing so-called "luxuries" is made a permanent feature of motor taxation.

### Evening Motor Runs and Late Meals.

The Automobile Association, realising that there are many motorists who would like to make short runs out of town on a summer evening—just for dinner, and possibly a game of tennis, golf, etc.—has approached several hotel proprietors holding the A.A. official appointment. As a result, arrangements have been made at a number of hotels for a special meal to be supplied at 9 p.m. on at least one evening each week. Motorists are thus able to leave town as late as 7 or 7.30 p.m., and yet be assured of adequate refreshment at the end of the trip. So far, hotels in the following places around London have decided to try the experiment: Ascot, Aylesbury, Box Hill, Bushey, Eton, Guildford, Hindhead, Maidenhead, Maidstone, Sevenoaks, and Shalford. A.A. members can obtain fuller details, together with recommended routes, if required, on application to the Secretary at Fanum House, New Coventry Street, London, W.1.

### Motoring and the Coal Shortage.

The Automobile Association warns members who may be considering the feasibility of touring on the Continent or in the Irish Free State in the near future, that the coal crisis has occasioned a curtailment of certain passenger services which normally carried motor-cars. Difficulties in connection with reserving car space may be mitigated by giving as long notice as possible of intending shipments.

### R.A.C. Grand Prix.

The following entries have now been received for the Grand Prix of the R.A.C., which will take place at Brooklands on Saturday, Aug. 7: 1 and 2, Thomas Specials, J. G. P. Thomas; 3, Aston Martin Special, G. E. T. Eyston; 4, Halford Special, Frank B. Halford; 5, 6, and 7, Talbots, L. Coatalen Talbot; 8, 9, and 10, Delage, M. Martel; 11, Talbot, Malcolm Campbell; 12, Eldridge Special, E. A. D. Eldridge; 13, Alvis, T. G. John.

The Competitions Committee of the R.A.C. is now considering the actual course that will be used for the race. A number of acute bends will be incorporated and, if possible, the competing cars will be kept in the public view throughout the race, the distance of which will be approximately 300 miles.

### The Indianapolis Race.

The Miller Special, driven by Lockhart, which won the Indianapolis race at an average speed of 94.63 miles an hour for the 400-miles course, was fitted with Firestone full-size gum-dipped balloon tyres, as were the cars of other successful competitors. The Firestone tyres on all cars were conspicuously successful in enabling the drivers to race at unrestricted speed over the rain-soaked roads.

### The Criminal Justice Act.

If you want to see what the daily Press thinks about the motorist, you have only to read the headlines announcing the coming into force of the Criminal Justice Act. There is a clause in the Act which increases the penalty for being drunk while driving

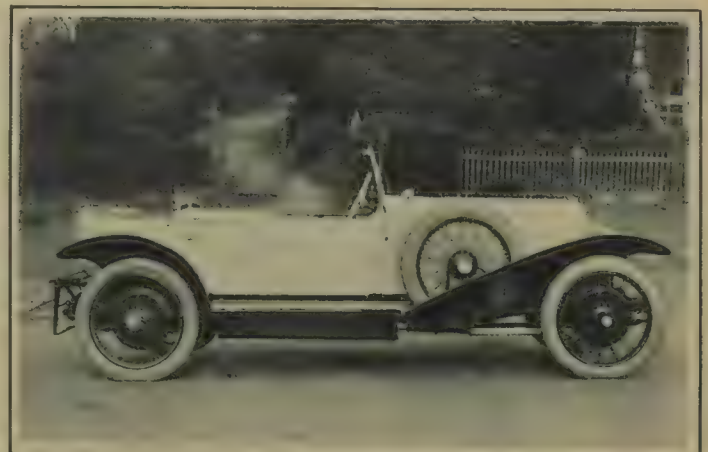


NEAR COVENTRY, WHERE THE CAR IS MADE: THE 12-50-H.P. ALVIS TOURER, WHICH ACCOMMODATES FIVE WITH EASE.

a car, and which makes it obligatory on the convicting Bench to suspend the driving license for a year. I have nothing to say against this clause, except to remark that I do not think it ought to have been made into law until we have a better definition than we have at present of what "drunk" really does mean. But, to look at the papers, one would have thought that this was an Act specially passed to deal with the "drunken motorist," for I have not seen a single reference to any other provisions of an Act of Parliament which occupies thirty-three printed pages. At least we know who are our friends.

### The Exhaust Danger.

Quite a number of cases have occurred in which motorists have been seriously, sometimes fatally, gassed through allowing their engines to run for a long time in a closed garage. If the motor must be run for any length of time, the car ought



SUPPLIED TO THE MAHARAJAH OF PATIALA: A THREE-LITRE BENTLEY CHASSIS WITH A SPECIAL SPORTING FOUR-SEATER BODY BY PARK WARD AND CO.

to be driven out, into the open air before the adjustments are made. If there is no waste or other available ground, as is often the case in towns, then a length of hose should be kept of sufficient size and length to attach to the end of the exhaust outlet pipe and be led out into the open air. This will take the deadly fumes clear of the garage and may save a lot of trouble.

[Continued on page xxx.]



# Be insistent



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## THE STORY OF THE POTTERIES.

(Continued from Page 1079.)

with the glaze or superimposed upon it. Figs. 7 and 7a (below) are representative of these later figures. Though often quaint and interesting, they are both technically and artistically inferior to those made by the Woods.

We now come to the most famous name among English potters. Josiah Wedgwood, born in 1730, sprang from an old-established family of potters—his great-great-grandfather, Gilbert Wedgwood, worked in Burslem early in the



FIG. 6. AN EXAMPLE OF THE ANIMAL FIGURES OF THE WHIELDON PERIOD: "HUDIBRAS," BY RALPH WOOD (ABOUT 1770).

seventeenth century—and was the thirteenth and youngest son of Thomas Wedgwood, of the Churchyard Works, Burslem. Josiah was taken from school on his father's death in 1739, and in 1744 was bound apprentice for five years to his brother Thomas. Before the close of his

apprenticeship an affection of the right knee compelled him to abandon throwing and turn to other branches of the art; ultimately the leg had to be amputated, and it is evidence of Wedgwood's immense energy that all his work was done in spite of this handicap. In 1754, as already mentioned, he became the partner of Thomas Whieldon at Fenton. Whieldon seems, however, to have been too conservative for the young man, and about 1758 the partnership was dissolved. In the next year Wedgwood rented from his cousins, John and Thomas Wedgwood, the Ivy House Works at Burslem, the site of which is now occupied by the old covered market. Five years later he took the Brick House, or Bell Works, where the Wedgwood Memorial Institute now stands. At both these factories he devoted himself to the making chiefly of useful wares, and particularly to the perfecting of the cream-coloured body; as early as 1765 he obtained royal patronage for this ware, and dignified it thereafter with the name of "Queen's Ware." His untiring industry and love of patient experiment, his powers of organisation, and the specialising system within his factory, led to very rapid success; and in 1769 he opened the great new works at Etruria, which are still under the control of his descendants. Meanwhile, he had taken into partnership Thomas Bentley, originally a Liverpool merchant, a man of artistic taste and classical education, who interested himself specially in the decorative wares and in the management of the business in London.

The new works at Etruria, in addition to carrying on with the popular and established "Queen's Ware," became famous for several other wares, which were either refine-

ments of older methods or entirely new ceramic developments. The most important of these were: (1) *Black Basalt Ware* (Fig. 8, page 1110).—This was a black unglazed stoneware, owing its colour chiefly to iron, which had been made in the Potteries as early as the days of Astbury, but which now attained a much finer grain and harder texture. (2) *Jasper Ware* (Fig. 9, page 1110).—A new white body, the most important constituents of which were barytes and barium carbonate. It was not glazed, but could be effectively stained throughout with metallic oxides. After 1777 a method of staining the surface only was introduced, and the result was known as "jasper dip." (3) *Variegated Wares*.—These were either a cream body with a marbled surface or a development of the old solid agate process. Both varieties were glazed, and effective imitations of marble, agate, and granite were produced.

These three wares were almost entirely used for ornamental purposes, such as vases of classical shapes or with decoration in classical style. The first two were largely used for such objects as medallions, cameos, and plaques; black basalt was the material for busts.

When Wedgwood died, in 1795, he had revolutionised the pottery industry, both as regards its technical methods and the style of its products. Before his time the English

(Continued overleaf.)



FIG. 7. DECORATED IN ENAMEL COLOURS: A STAFFORDSHIRE FIGURE OF A LATER PERIOD (1780-1820).



FIG. 7A.—STAFFORDSHIRE DECORATION IN ENAMEL COLOURS OF THE PERIOD 1780-1820: A GROUP OF HUMAN AND ANIMAL FIGURES.

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"Our escort consisted of MacGregor and five or six of the handsomest, best armed and most athletic mountaineers. . . .  
 "When we approached the pass . . . MacGregor hastened to speak . . .

"' . . . But remember, at least, we have not been unprovoked : we are a rude and an ignorant, and it may be a violent and passionate, but we are not a cruel, people ; the land might be at peace and in law for us, did they allow us to enjoy the blessings of peaceful law . . . ' "

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The peace which Rob Roy MacGregor and his Highland men fought for has come to the Highlands. In return, generous as always, the Highlands have given much to the world. Let us not be accused of anti-climax if we mention, amongst the good things given, Black and White. Rob Roy was pure Scotch. So is Black and White.

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(Continued)

potter's art had been characteristically English. Wedgwood was satisfied with the cultured eighteenth-century taste and the imitation of Greek and Roman forms. Wedgwood was, in fact, a great potter rather than a fine artist, and it was on the technical and industrial side that his best work was done.

He was largely responsible for the improvement of roads in the district and the cutting of the Trent and Mersey Canal, thus providing facility of transport, which was the final factor in the prosperity of the Potteries. He worked on a larger scale than any potter before him, and employed highly skilled and specialised workmen. Before his time, a master potter was a man of manipulative skill, who left only the routine work of his art to others; after his time, a master potter became the directing head of a factory. Wedgwood was thus the pioneer of the industrial revolution in the Potteries.

Wedgwood's success provoked immediate rivalry, and his influence is clearly seen in the host of contemporary imitations and copies of his wares. John Turner, who worked at Lane End (Longton) from 1762 to his death in 1786, and was succeeded by his children, came nearest to rivaling Wedgwood in blue and white jasper.

William Adams (1745-1805), who worked at Tunstall, and founded the firm which still bears his name and is still under the management of his family, made good jasper,

black basalt, and other wares. Nowadays one of the most noted of Messrs. Adams' reproductions is the Titian glazed freehand painted ware. It is a revival of the "China Glazed Ware Painted" made about 1760 by the great-great-grandfather of the present heads of the firm—namely, Richard Adams (1739-1811), of Cobridge, Stoke, the father of another William Adams (1772-1829), a well-known master potter. But while the old work was confined mostly to one underglaze colour, blue, the modern decoration has many colourings—brown, green, blue, purple, yellow, buff. Some are used in subdued shades for paintings of fruit and flowers, while others in conventional designs are gorgeously bright, and, blended with "Titian glaze," produce a very beautiful effect.

Henry Palmer of Hanley, who went into partnership with John Neale, was a copyist, but his copies were technically excellent; and both these potters made black basalt and marbled wares. Edmund Birch and Elijah Mayer of Hanley, who carry us into the nineteenth century, produced black basalt in considerable quantities, and the second of these was noted for a fine caneware.

With the complete commercialisation of the industry in the nineteenth century, the story of the Staffordshire Pot-

teries becomes too complicated even to summarise in a brief survey. A mere list of the names of the manufacturers and the wares produced would fill a large volume, and it must suffice to mention one technical method—blue

printing—still very popular, and two names—those of Spode and Minton—which still hold an honourable place in Stoke.

The first Josiah Spode has already been mentioned as an apprentice of Thomas Whieldon soon after the middle of the eighteenth century. After leaving Whieldon, he was employed at Stoke by a potter named Banks, whose works he rented about 1770. Subsequently, he was mainly responsible for the great development of blue-printed wares in the Potteries. On his death in 1797 he was succeeded by his son, the second Josiah Spode, who was the first successful maker of porcelain in Staffordshire. The second Spode made such improvements in the china body that it has remained almost unaltered to the present day.

Thomas Minton was born in Shrewsbury in 1765. After serving his apprenticeship as an engraver in the Caughley China Works at Broseley, and working there for some years when out of his time, he moved to London, and there engraved some patterns for Josiah Spode. In 1788 or 1789 he removed to Staffordshire and set up as an engraver at Stoke, where, among much other work for other potters, he engraved the "Broseley" and "Willow" patterns for Spode. Finally, in 1796, he began to manufacture on his own account, and founded the firm which still bears his name. He died in 1836.



FIG. 8. ONE OF JOSIAH WEDGWOOD'S CHIEF DEVELOPMENTS: BLACK BASALT WARE—AN EXAMPLE FROM HIS WORKS AT ETRURIA.



FIG. 9. ANOTHER IMPORTANT DEVELOPMENT BY JOSIAH WEDGWOOD IN THE EIGHTEENTH CENTURY: AN EXAMPLE OF HIS JASPER WARE.



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outlay of £5 (wear and tear of tyres and car excluded). Now, 2000 miles is a long, long way—five times the distance of Edinburgh from London: 3rd.-class fare for four adults would cost £50 for that distance. Will you not write for a full account of the trial? It will interest you. Prices of similar models, with four-wheel brakes, £225, lavishly equipped.

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## ROVER





## THE PLAYHOUSES.

"EASY VIRTUE," AND MISS JANE COWL:  
AT THE DUKE OF YORK'S.

MR. NOEL COWARD is so young and clever that we can afford to wait for a big play from him; meantime "Easy Virtue" with all its shortcomings, is good enough. His variant on the "Dame aux Camélias" or "Mrs. Tanqueray" theme may not be too convincing: would such a "flannelled fool" as John Whittaker ever have married a hot-house type such as Larita; and, if he had, would he ever have expected her to spend three months in the country with his primly respectable family? These are questions which raise doubts. Nor can we be sure that Mr. Coward is quite fair to the English country house in the developments he shows of the Whittaker women, when once the rather weary heroine is brought into their midst. Till she arrives, they are not openly repellent, but, as the play proceeds, the mother grows harder and harder; the elder daughter reveals religiosity and censoriousness to run in strange harness with her mannishness; while the schoolgirl, who starts by adoring her new sister-in-law, suddenly turns jealous and hunts up in a newspaper file the unsavoury details of a divorce case in which Larita has figured. And yet, though all this can be said, and though the play's ending, with its "David Garrick" device, is rather weak, there is much to be put on the other side of the balance. Strokes of character, scenes of pure comedy, ingenious effects of the theatre disarm the severest critic. Mr. Coward knows how to work up to a climax, how to ring down a curtain. Restive though you may be sometimes under his story, his second act, at any rate, will take the town by storm; even allowing that he shows too boyish a bias in favour of his courtesan heroine, at any rate he gives a new and very talented actress the opportunity of making a personal triumph. Miss Jane Cowl is an artist to her finger tips, a woman with temperament as well as sure technique. She feels as well as declaims



TO BE AUCTIONED AT CHRISTIE'S IN AID OF THE "TIMES" NATIONAL POLICE FUND: A BLANK CANVAS (30 IN. BY 40 IN.) ON WHICH MR. PHILIP DE LASZLO HAS OFFERED TO PAINT THE PORTRAIT OF ANYONE NAMED BY THE PURCHASER.

Mr. Philip de Laszlo, the well-known portrait painter, has offered this blank canvas to be sold by auction at Christie's, in aid of the "Times" National Police Fund, and has undertaken to paint on it, gratis, a portrait of any person nominated by the purchaser. The auction will take place on June 25, and, as Messrs. Christie will charge no commission, the whole proceeds will go to the Fund. Some good modern pictures will also be offered for sale on the same day.

her words in her great tirade; she acts with face and body as well as with voice; she has poise and dignity as well as tears. Other performers do well. Miss Joyce Carey as the one nice girl in the comedy; Miss Marda Vanne as the mannish vixen; Miss Mabel Terry Lewis as the hard mother; Mr. Marcus Barron and Miss Joan Clement Scott; but it is on Miss Cowl that everything depends.

"WHAT MIGHT HAPPEN," AT THE SAVOY.

There is always social satire mixed up with Mr. H. F. Maltby's fun, which is, perhaps, the reason why his fun does not always quite come off. Take his latest idea, exploited in "What Might Happen," wherein the stately Mrs. Patrick Campbell assumes a charwoman's rôle. The play is a farce of topsy-turvydom. We have reached fantastic days in which the peerage has been extruded from its country houses and is glad if it can survive by serving its *nouveau riche* successors. We see Lady Strong-i-th'-arm living in a railway coach, taking up a pail to milk her goat, and hanging out her washing. Her daughter, Ursula, has acquired a horrible accent at the village school, and is scullery-maid to loud-voiced Mr. Burrows at the Towers. Old Lord Tottenham aspires to be taken on by the rich plebeian to weed his lawn. Mr. Burrows, the plebeian land-owner, has a son expensively educated at public school and university; to his horror the boy finds the scullery-maid, Lady Ursula, attractive, and there is a droll scene in which the h-less autocrat tries to bully the high-born charwoman into preventing a *mésalliance*, and threatens to turn her out of doors. But three acts of this sort of thing, with a dash of half-hearted romance, work out rather thin. It is good to have Mrs. Campbell back on any terms; it is amusing to see Mr. Fred Kerr and Miss Lilian Braithwaite associated with poverty, and Mr. Gwenn puts body and vigour into all the exalted vulgarian's speeches; but Miss Elizabeth Arkell's arch and cockneyfied Lady Ursula, not at all through her fault, is a bit of a trial.

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## BOOKS OF THE DAY.

OF late years I have observed a change in what may be called the literature of science. It is not so much the popular treatment of scientific subjects, which goes back to Charles Kingsley, and perhaps further. What I mean is that scientists—especially archaeologists and naturalists—have learned

Archæological Excavation in North Africa, by Byron Khun de Prorok, F.R.G.S., with Notes and Translations by Edgar Fletcher Allen, with forty-three illustrations (Putnam; 25s. 6d. net). I do not greatly care whether Count de Prorok ranks high as an archæological authority. Sedate scholars may frown on his exuberance and his tendency to "colourful" description, while a certain scepticism is aroused

only a pupil. . . . Without their help I should have tailed."

Count de Prorok, in fact, has taken up excavation as a glorious adventure. I find his enthusiasm infectious and his story very readable. It will do more, probably, to interest the general public in such things than works of austere erudition. The main field of his activities has been the site of Carthage, notwith-



A PLACE OF PILGRIMAGE NEAR HARROGATE: BOLTON ABBEY—SHOWING BARDEN TOWER AND THE BEAUTIFUL WHARFE VALLEY.

As a Spa, Harrogate may justly challenge all Europe for the great number and variety of its mineral waters. Within the district there are no fewer than thirty-seven springs, differing in strength and quality. But people flock to Harrogate not only for the "cure," but because it is a delightful holiday resort, amid beautiful scenery, with every facility for sport and entertainment. Bolton

to strike the personal note; they have acquired the prevailing habit of reminiscence and self-revelation; they drop into anecdote and travel talk just like other men, and sometimes even into poetry; they are not above a little sentiment or romance. In a word, they have become more human.

It is this quality that attracts me in "DIGGING FOR LOST AFRICAN GODS": The Record of Five Years'

by the "blurb" on the "dust-cover" stating that his discoveries have been "marvelous beyond belief." The modesty of his own preface, however, disarms any criticism on that score. He speaks of his own "amateur observation," and continues: "This book is an attempt to put on record in simple language these efforts of the last few years, and to tell the tale of the real thrill of excavation undertaken in collaboration with great archæologists and scientists, of whom I am

standing the comprehensive curse that Scipio laid upon it and on "those who try to resurrect these ruins"—a curse, by the way, of which the Count notes some curious fulfilments. Then he takes us in turn to the "dead cities," including Thysdrus and Thurburbo (called "the Pompeii of Tunisia"); to Gighis and Djerba, with its submarine ruins and modern sponge-divers; Mahdia, with its sunken galley; to the Roman splendours of Timgad, Bulla

[Continued overleaf.]



A FAMOUS YORKSHIRE SPA AND HOLIDAY RESORT THAT CAN CHALLENGE EUROPE: HARROGATE—THE ROYAL BATHS.

Abbey, one of many beautiful and historic places of pilgrimage near Harrogate, is noted for its wonderful ruins, and Barden Tower for its association with Lord de Clifford. Some two miles distant is the Strid, of tragic memory. It was there that the Boy of Egremont, while out hunting, tried to leap across the torrent, but, his hound dragging at the leash, he fell in and perished.



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(Continued.)

Regia, and Dougga; and finally across the desert to the Hoggar, the home of the Tuaregs, and the ancient tombs of the Sahara. Beautiful photographs supplement the author's word pictures.

Interesting to an English reader in these "striking" times are the ways of the Arab labourer in the field of archæology. One day, in the temple of Tanit at Carthage, a stone was found inscribed with a curse on "violators of the sacred silence." Someone imprudently told the Arab foreman, and the foreman told the men. "They promptly struck," writes the Count. "Your true Arab dearly loves a strike. It saves him working, at least for a little while. . . . 'Discover curse stone,' they said. 'One franc a day more.' Rapid reasoning, but effective argument. Off they trooped until they got their franc. One is always having arguments which end with monotonous regularity—'One franc a day more.'"

I do not imagine that the Pacific islanders are addicted to strikes. Tennyson seems to have held the same view when he threatened that—

Should banded unions persecute  
Opinion,

he would seek a warmer sky and see the palms and temples of the South. Even the scientifically minded hero of "Locksley Hall" confessed to that "blue-lagoon" feeling, and was temporarily drawn towards "summer isles of Eden," where, as he put it—

I will take some savage woman; she shall rear my  
dusky race.

I give these apparently irrelevant quotations by way of introduction to a new book of scientific travel, where I find an example of the romantic scientist dropping into poetry. Of the Marquesas, he sings—

The beauty and grace of the island-born maidens,  
Children of Nature untroubled by care;  
Little they know of our narrow conventions,  
With a smile on their lips and a flower in their hair.

These lines occur in "THE SOUTH SEAS OF TO-DAY," Being an Account of the Cruise of the Yacht *St. George* to the South Pacific, by Major A. J. A. Douglas, F.R.G.S., and P. H. Johnson, B.A., B.Sc., F.R.G.S., with thirty-nine illustrations and three charts (Cassell; 21s. net). The same expedition produced another book which I recently noticed—"Sea-Girt Jungles," by L. L. Collenette—and, had

I known the second was coming, I might have killed two birds in the proverbial manner.

The *St. George*, a three-masted barquentine with auxiliary steam, was sent out by the Scientific Expeditionary Research Association, with a staff of eight scientists on board, and cruised for a year in the Pacific. She sailed from Dartmouth by way of Madeira and Trinidad, through the Panama Canal, and visited in turn the Galapagos Islands, the Marquesas, the Tuamotus, the Society Islands, Tahiti, Ruruki, and Rapa, touching on the return voyage at Easter Island, the home of the mysterious statues. The scientific results of the voyage are to be found in various learned journals and reports. The present volume "is written for the general reader." It presents the human side of specimen-hunting and observation, free from technicalities, and gives an excellent description of the scenery, animals, plants, incidents of travel, and the life of the natives.

Among the Polynesian maidens some of the scientists made friendships that recall Melville's Fayaway and Rupert Brooke's Mamua. This phase of the story I find more prominent in the chapters contributed by Major Douglas, author of the poem above quoted, than in those of his collaborator. Thus, when the day came to bid "farewell to Arcadia," he writes: "As we sat in silence someone bent over me from behind and two hands were placed upon my shoulders; glancing round, I saw that it was Pua; she smiled, and rested her cheek against my head. Next to me sat Curtis with Metua clinging to his arm, and I saw that her cheek was wet with tears." Many types of Polynesian beauty figure among the admirable illustrations of South Sea life and scenery.

Still in Pacific waters, I arrive next in the land to which the Duke of York, at the New Zealand dinner in London the other day, referred as "another Britain in the Southern Seas." I reach New Zealand in "THE STORY OF OLD WAIROA." And the East Coast District, North Island; or Past, Present and Future: A Record of over Fifty Years' Progress, by Thomas Lambert, formerly Editor of the *Wairoa Guardian*; profusely illustrated from photographs (Coulls Somerville Wilkie, Ltd.; Dunedin). This is a somewhat voluminous book, and not altogether easy to read, owing to a certain prolixity combined with a tendency to digressions. It is the work of an indefatigable chronicler, whose zeal in the collection of facts some-

times exceeds his skill in marshalling and condensing them. Yet obviously it represents a lifelong labour of love, and as such deserves respect. Moreover, since "the Maoris are without a written history," this vast accumulation of reminiscence, legends, traditions, and siftings from British official records of the Maori wars, must be of great local interest, and a mine of useful material for the historian.

Incidental passages relating to the Great War, and New Zealand's splendid share in it, breathe a spirit of loyal affection towards "the Motherland." In the war days I made the acquaintance of a good many New Zealanders, including Maoris, who spent occasional evenings with my family during their leave in London, and excellent fellows they were. I am wondering whether any of their names occur in the service records of Wairoa School which are given in Mr. Lambert's book.

Another part of the King's oversea dominions has inspired a book that should be of high value both to teachers and statesmen: "THE EDUCATION OF INDIA," by Arthur Mayhew, C.I.E. (Faber and Gwyer; 10s. 6d. net). The author, who was formerly Director of Public Instruction in the Central Provinces, and writes from twenty years' experience, further describes his book as "A Study of British Educational Policy in India, 1835-1920, and of its Bearing on National Life and Problems in India To-day." While Mr. Mayhew's book is written by an expert for experts, it contains much that will appeal to the more thoughtful type of ordinary reader, as when he writes—

In European sports and games, in Shakespeare and in the life of Christ presented in the English version of the Bible or vernacular renderings of that version, we have given the educated Indian what has appealed to his whole personality. . . . It is a contribution that forms a very real link between England and India. The Indians who have attained greatest popularity and fame in England are probably Ranjitsinhji, as he is still known to the Western world, and the Aga Khan. And any Indian team of cricket, tennis, or polo players that comes to England is sure of a reception from which all trace of racial bitterness on both sides is entirely absent. . . . In a humble and limited range, cricket and football are gradually bringing the Indian colleges closer to Eton, and the villages of India closer to the industrial population of Great Britain.

These words come with appropriate force at the height of the sporting season, and I note that the

(Continued overleaf.)



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Continued.

cricket exploits of "Ranji," who was playing for Cambridge in my undergraduate days, have a modern counterpart in those of a compatriot of his with a similar name and identical initials—Mr. K. S. Duleepsinhji.

This brings me to a delightful book that will set all sons of the Light Blue "revolving many memories," namely, "TWENTY-FOUR WOODCUTS OF CAMBRIDGE,"



SUNSET ON THE AMAZON: A WONDERFUL EXPERIENCE DURING A THOUSAND-MILE PLEASURE CRUISE IN A BOOTH LINER UP THE GREAT TROPICAL RIVER.

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A LINER IN A TROPICAL FOREST: A VIEW FROM THE DECK OF THE R.M.S. "HILDEBRAND" (OF THE BOOTH LINE) DURING A PLEASURE CRUISE UP THE AMAZON.

by John F. Greenwood; with short notes on the colleges illustrated (John Lane; The Bodley Head; 15s. net). Mr. Greenwood's work, with its bold contrasts of light and shade, has a sharp and decorative character that is very effective.

It is an easy transition, too, from cricket to lawn-tennis, and every Wimbledon enthusiast—player or spectator—will surely enjoy "LISTENING TO LACOSTE," by John Pollock (Mills and Boon; 5s. net). In explanation of his title, Mr. Pollock says that he has listened to Lacoste talking about lawn tennis, and has written down, in the actual words as nearly as possible, what he said. As a humble wielder of the racket myself, and one who has watched the champion play at Wimbledon, I also listen to Lacoste, and strive to practice what he preaches. But, listen as I may, I fear that I shall never beat him.

Like Koko, I keep a little "waiting list." On it are some books about the war and kindred subjects,

including "THE MEMOIRS OF RAYMOND POINCARÉ" (Heinemann; 21s. net); "SARAJEVO," by R. W. Seton-Watson (Hutchinson; 18s. net); "LEON TROTSKY," by Max Eastman (Faber and Gwyer; 6s. net); "AN ESCAPER'S LOG," by Duncan Grinnell-Milne (Lane; 7s. 6d. net); and "FIFTY YEARS OF ARMY MUSIC," by J. MacKenzie-Rogan (Methuen; 15s. net). A second group may be classed as literary, such as "THE ROMANTIC '90'S," by Richard Le Gallienne (Putnam; 10s. 6d. net); "VOLTAIRE," by Richard Aldington (Routledge; 6s. net); and two new volumes of English men of Letters—"WALT WHITMAN," by John Bailey, and "GEORGE MEREDITH," by J. B. Priestley (Macmillan; 5s. net each). These books shall not be "missed"; their time will come.

C. E. B.

In connection with some of the pictures illustrating Sir William Bragg's article "The Trade of the Potter," published in last

week's issue, we desire to acknowledge our indebtedness to Messrs. Doulton and Co., Ltd. for their courtesy in allowing the drawings to be made at their Lambeth premises.

We regret that, on page 900 of our issue of May 22, it was stated that the linen jumper suit illustrated on the left of the page, from Robinson and Cleaver's Regent Street, W., cost 21s. 9d. This is an error, and the price should read 39s. 11d.



JUDGING AT THE HORSE SHOW: MR JOHN M'ENTEE BOWMAN.

Mr. John McEntee Bowman is the popular president of the Bowman Biltmore Hotel group in America. He is a Canadian by birth, and is visiting England to judge at the International Horse Show. He has also entered for it several horses bred by him at Westchester, U.S.A.



BRIDGE OVER RIVER SPEY NEAR THE BIRTHPLACE OF GRANT'S WHISKY.

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These fabrics, each of them wonderfully good specimens of the Lancashire weavers' art, cover most of the needs of the present day. There are dainty lawn cambrics in a variety of delicate shades for making the many beautiful, beloved-by-women things for intimate wear; choice fabrics of stouter weave in plain colours and a variety of distinctive stripe designs for outdoor frocks and sports attire; soft, cosy materials for nightgowns and pyjamas, and many other fabrics, for wear and the home, too numerous and varied to permit of a detailed description being given here. The following list will, however, serve to illustrate the comprehensiveness of the "Kenyon" range of fabrics of exquisite workmanship and unusually fine quality—safeguarded by a reputation which dates back to the year 1714.

## KENYON'S FABRICS

White Mediums  
White Double Warps  
White Longcloths  
Striped Longcloths  
White Longcloths (Linen Finish)  
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White Nainsooks  
White Madapolam  
Lawn Cambrics in delicate shades for dainty undies  
White Interlinings  
White Matting  
White and Grey Sheeting  
White and Grey Sheets (in pairs)  
White and Grey Pillow Cases (made with buttons or tapes)  
White and Grey Bolster Cases (made with buttons or tapes)  
White Pillow Cottons  
Bed and Mattress Covers  
Grey Plain Calicoes  
Grey Twills  
Scoured Twills  
Scoured Plains  
Striped Flannelette  
Dyed Flannelette  
Dyed Winceyettes  
Striped Winceyettes  
Striped Matting  
"Poli-Cloth" and  
"Poli-Cloth" Junior  
(the well-known polishing Cloths)

### MADE-UP GARMENTS

Men's Shirts in a variety of plain stripes and colourings  
Flannelette Shirts  
Pyjamas (Women's and Men's)  
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### KENYON'S

Machinery Clothing for every mechanical purpose.



# Kenyon's Fabrics *for day and night*

In thousands of drapery stores throughout this country, and in many thousands more throughout the world, are to be found ranges of those ultra-smart and distinctive fabrics identified with the name "Kenyon's." Uncommonly tasteful in appearance, exceptionally durable and dependable in wash and wear, Kenyon's Fabrics admirably and abundantly satisfy modern needs, at prices for the restricted purses of to-day.

Soft-finished Lawn cambrics in charming and delicate fast colours, Nainsooks and Madapolams of snowy whiteness, provide ample choice in the making of delightfully cosy and attractive undies.

Bright and gay, yet unobtrusive, fabrics

possessing qualities of strength and substance meet the desires for good-wearing, smart-looking materials for outdoor Summer frocks for women and children.

A cosy, fast-coloured fabric in a variety of pretty designs enables you to indulge your fancy in the matter of pyjamas.

Kenyon Sheets, Pillow Cases, etc., of permanent, wonderful whiteness ensure an inviting appearance of your bedrooms, and are valued by reason of their enduring qualities.

On this page is listed the full range of Kenyon's Fabrics. Each one is of that perfect workmanship and unvarying superlative quality for which Kenyon's are famed.

To ensure the fullest satisfaction, see the Three Acrobats Mark is on every piece. Your draper should be able to supply you, but in case of difficulty write to the makers for the name of the nearest retailer.





## THE MAKING OF WHISKY.

(Continued from Page 1090.)

by Dundee on the east coast and Greenock on the west. The Lowland malt whiskies are produced in the distilleries lying to the south of this boundary, where the patent-still distilleries are also located. The Islay malts, distilled in the Island of Islay, and the Campbeltown malts, produced at that town in Argyllshire, form the remaining two divisions. Each of these whiskies has a distinctive character of its own, while, in addition, the whiskies from no two pot-still distilleries are alike.

As the spirits leave the distillery they are known as single whiskies. They languish in bonded warehouses till the blender is ready to marry them. It is due to the development of the blender's art that Scotch whisky so rapidly achieved its world-wide popularity. Originally, whisky went into consumption as it left the still, the only modification being the addition of a little water. It was noted, however, that by allowing whiskies to mature under suitable conditions, and by combining various characteristics, they become infinitely more palatable. It then became the object of the blender to combine the most prized qualities of various whiskies into one homogeneous whole.

To-day, not only has the art of blending been reduced to an exact science, but it has developed into an elaborate and long process, which calls for expert guidance and meticulous care from beginning to end. It is essential that the blender should possess an intimate acquaintance with the distinguishing characteristics of the individual whiskies; and he may select as many as thirty or more for the making of his blend. He then mixes, in a huge vat, or tun, the selected whiskies in their various proportions; and, whatever the degree of his success, he must ensure that the various single whiskies are perfectly balanced in the blend—i.e., that no single constituent comes through. The spirit is also "broken down" (diluted) with water to a strength varying from 25 degrees down to 35 degrees under proof.

Under the Immature Spirits Act of 1915, spirits must remain in bond for at least three years before they can be put on the market for consumption. In actual practice, much whisky is allowed to mature for a much longer period. Finally, the Excise officials, who keep watch over each drop

of whisky from the moment it develops a "kick" till it reaches the consumer or becomes the object of the Food and Drugs Act inspectors' care in the public-houses, demand 8s. 5½d. duty on each bottle of whisky before they permit its removal from the bonded warehouses.

While Wimbledon is occupying the interest of the tennis world, it may not come amiss to mention the arrival of a new type of hard court, for which the following advantages are claimed, amongst others: unusual resilience, owing to a special cushioned surface, which can be laid either absorbent or impervious, allowing play immediately after heavy rain; a very fast playing surface under all weather conditions; no attention whatever required after laying, thereby obviating the disadvantage and expense of constant rolling and watering; while play can be carried on in frosty weather without any risk of damage. Particulars of this interesting court can be obtained from the patentee, Captain H. Shorter, 34, Woodville Road, N.W.11.

Another ingenious cigarette prize competition is being held by Messrs. R. and J. Hill, Ltd., the makers of the popular "Sunripe" and "Spinnet" cigarettes, who recently gave away £2000 in a Derby competition. The prizes are given in exchange for box-lids, etc., from packets and boxes of Sunripe cigarettes. The first prize is an Austin "twelve" Windsor saloon car, with free car license and insurance policy, and £150 cash for maintenance; total value, £570. The second is an Austin "twelve" Clifton five-seater touring car, with license and insurance, and £100 cash; total value, £420. The third is a 5.50-h.p. Triumph Gloria motorcycle combination, with license and insurance, and £50 cash; total value, £164 5s. There are also twelve 4.94-h.p. Triumph motor-cycles, each with license and insurance, and £10 cash, as fourth to fifteenth prizes. Particulars can be obtained from any tobacconist.

## "CAROLINE" REVIVED AT THE PLAYHOUSE.

Do you remember "Caroline"? It is a Maugham play, a gay trifle, an unsubstantial but ingenious comedy turning on a middle-aged platonic friendship between grass-widow and gallant bachelor, which neither wants to change when at last Caroline's husband is dead and marriage can replace friendship. Miss Irene Vanbrugh was always wonderful as the heroine of this piece, and now for the revival a wonderful cast has been arranged to support her delightful talent. Here is Miss Edith Evans by her side, and with her Miss Marie Löhr and Mr. Aubrey Smith, the cast completed by Mr. Athole Stewart, Mr. Henry Daniell, and Miss Mona Harrison. To praise the acting would be to paint the rose, but it is perhaps worth while mentioning that Marie Löhr's gifts of comedy, too long in eclipse, here find scope, and that she shines even in a galaxy that includes Irene Vanbrugh and Edith Evans. If it were only for the cast, every playgoer in search of entertainment should make for the Playhouse.

A clever little collection of short stories recently published is "Drifting Days," by Stanley Ford (Chatto and Windus; 6s.). They are of uneven quality, but none of them is insignificant. "Mrs. Valory's Pearls" stands out. It is the old problem of two men and a woman, in this case lit up by the flashlight sketch of Mrs. Valory. "Illumination" is the romance of the wife who loses her beauty and is saved by her husband being blinded in the war before he sees that it has been destroyed. It has been done before, often enough, but Stanley Ford's telling keeps it fresh. "Checkmate" is quite wickedly clever, and much too good for the *dénouement* to be given away here. "Drifting Days" will delight the connoisseur in short stories. The points are strongly made, and the characters are vivid.

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R.H.S. SHOW, CHELSEA, 1926  
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TO provide hats . . . caps . . . boots or shoes . . . or rainproof coats . . . in the diverse varieties and sizes to meet the individual requirements of a clientèle of 500,000 men and women, is Jacksons' *raison d'être*. This huge undertaking requires ninety-eight retail stores, a vast mail order organisation dealing with the far corners of the world, a boot factory in Northampton, factories at Stockport, Leeds, and Manchester for the manufacture of Hats, Caps and Coats, and a main distributing warehouse (illustrated above) at Stockport. Jacksons are remembered as the famous 3/9 Hat and 10/6 Boot providers. They can claim to have sold more hats retail than any other hat manufacturer during the last thirty-four years. Since 1892 millions of hats

have been sold over Jacksons' counters, or sent by post all over the world, and the same can be said with regard to footwear, coats, etc. The War altered prices, but not values. Jacksons' tradition was to supply the best possible value for money, and so, despite high material and wages costs, Jacksons' prices were always lower than those of other retail establishments selling similar goods. To-day, prices are about 50 per cent. above pre-war level—considerably less than the increase on foodstuffs, tobacco, sweetmeats amusements, etc. Jacksons' are running true to tradition. Readers of this advertisement who are paying enhanced prices for their outdoor wear should visit the nearest Jackson Branch or send for Jacksons' Mail Order Catalogues. It is possible to dress smartly yet economically by dealing with Jacksons.

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## THE WORLD OF THE THEATRE

BY J. T. GREIN.

WANTED, A CRITIC OF BROADCASTING.—JEWISH  
DRAMA LEAGUE COMPETITION.

IF the late Lord Avebury had lived, he would perhaps have added a chapter "On Broadcasting" to his famous book, "The Pleasures of Life." In these days, when nerves are on edge, when many

information; they kindle our imagination with narratives of adventure, with tales of travel—often with excerpts of the exquisite literature of France—for which much thanks to Mme. de Walmont and her fellow *conférenciers*; they sharpen our wits by the graphic discourses of Desmond McCarthy on literature, of Percy Scholes on music, and, especially, the luminous dramatic criticisms of my colleague James Agate. It is the weekly address of the last-named—

the Dramatic Critic of Broadcasting, which has stimulated the thought that there is a new function in waiting for an enterprising journalist. The papers, with laudable unanimity, proclaim in normal times the full programme of the B.B.C., but they very rarely—in fact, I should say hardly ever, beyond the columns of the *Radio Times*—apply to broadcasting achievements the appreciation and the criticism they deserve. True, I understand that the headquarters at Savoy Hill and the speakers and performers individually receive many letters of appreciation—or, should I say, appraisal?—of their efforts, but the public at large has found hitherto neither utterance nor a considered verdict on the programmes. To put it briefly, we are well posted as to what is going to be, but we never (beyond our own hearing in the armchair) receive an estimation of the merits and demerits of the entertainment.

And yet some form of regular criticism of the "performances" on the wireless, whose auditorium far exceeds that of all the theatres and halls put together, would be highly desirable for many reasons. In the first place, if the criticism be sound and appreciative, in every sense of the word, it would be to the advantage of the speakers and performers; in the second, it would tend to improve the generally excellent programmes of the day and be of material assistance to those responsible for their compilation. The critic of broadcasting should

be a widely informed man; he should, like the dramatic critic who is equal to his mission, be well equipped to indicate what the public wants and—what it doesn't. He should point out what kind of number is suitable or not suitable to be broadcast. He should give his special attention to the vocal performance of plays and prove by chapter and verse whether it "goes over" or misses the mark. He should criticise the actors and the singers and the players with the same acumen as he would devote to concrete performances in the theatre and the concert-room. He should—and this is very important—frankly and fearlessly wage war on inanities—some of the variety numbers are not infrequently

[Continued overleaf.]



THE NOVELTY CHOSEN TO BEGIN THE NEW SEASON OF RUSSIAN BALLET AT HIS MAJESTY'S: "LES NOCES," BY IGOR STRAVINSKY, NOT PREVIOUSLY PERFORMED IN ENGLAND.

Stravinsky's "Les Noces," with which it was arranged to open the season at His Majesty's on June 14, is entirely new to London, and had hitherto been performed only ten times in Paris. Two performances of the music alone, without the ballet, had been given in Frankfurt and New York.

people are suffering from the peculiar state of mind which the French call *désœuvré*, the crystal set and, particularly, the loud-speaker, are a godsend. They switch off—when the news bulletin is done with—the unpleasant realities; they gladden our hearts with music and enrich our minds with many-sided



A NOVELTY IN THE SEASON OF RUSSIAN BALLET AT HIS MAJESTY'S: MME. TAMARA KARSAVINA AND M. SERGE LIFAR IN "ROMEO AND JULIET (REHEARSAL)."

M. Serge Diaghileff's Russian Ballet arranged to begin a five weeks' season at His Majesty's Theatre on June 14. One of the five novelties announced, besides ballets from the existing repertoire, is described as "'Romeo and Juliet,' In Ballet Form. Rehearsal, without Scenery, in Two Tableaux." The music is by Constant Lambert.



THE GRAND SALON.

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THE ORCHESTRA PLAYS from 1 to 3 p.m. and 7 to 11.30 p.m.

OPEN ON SUNDAYS from 6.30 to 10.30 p.m. DANCING NIGHTLY

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# BANNERMAN'S

FOUNDED IN MANCHESTER IN THE YEAR OF TRAFALGAR.

IF you were asked to place a date to that peaceful Revolution which transformed south-east Lancashire from an agglomeration of sparsely populated country towns to busy centres of life and industry, you would say offhand, "About the time of Trafalgar," and you would not be very wide of the mark. Actually, it spread itself over a period of about sixty years, roughly from 1760 to 1820, but the real impetus came when the country was ringing with the news of Nelson's great victory over the French in 1805.

The fame of the county which first adapted steam power to the production of textile goods must have been very widespread when we find farmers in the Highlands of Scotland stirred with the news of Lancashire's doings and ready to leave their native soil for the busy streets of an industrial town. Such a one was Henry Bannerman, the founder of the House of Bannerman, one of the oldest and best-known merchanting concerns in Manchester. He quitted his native Perthshire hills in 1805 and brought his family to Manchester, already the Metropolis of the cotton trade in South Lancashire, and there began in a modest way to sell fustians, calicoes, muslins, and a variety of plain fabrics.

In those days, when roads were ill-lit and full of danger, merchants and manufacturers resided close to their warehouses and factories, and the Bannermans followed the custom of the trade, having as a near neighbour at one time the firm which included the two brothers Grant, made famous by Dickens as the Cheeryble Brothers.

The family must have found some compensation for the loss of pleasant country sights and sounds in the abounding interest of the city life around them, for it must have been a gay sight in those days to watch the stage coaches arrive and depart daily, and hear the horns of the guards as the vehicles rattled along the streets on their way to and from London, York, Liverpool, Birmingham, and other great centres.

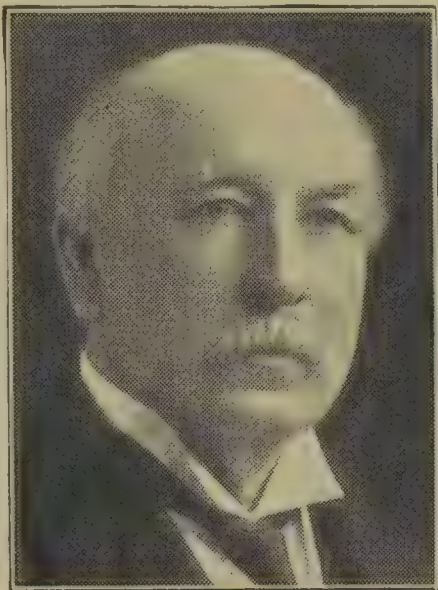
The business from the start was a thriving one, and after making one migration after another to larger and still larger premises, they eventually settled down in the late 'thirties of last century on their present commodious site in York Street, Manchester.

Bannerman's nowadays is in the home trade, and has for long been a leading house in that trade, although there was a time in the second half of last century when the firm went in for various kinds of fancy and seasonal goods for Colonial outlets. With the coming of Sir Charles Macara into the business, just over forty-six years ago, however, the firm turned its attention more particularly to the development of a home trade in heavy Manchester goods, a policy which has been abundantly justified.

By the home trade, of course, is meant the distribution of manufactures of the drapery kind within the British Isles, but what is meant by "heavy goods" is not so clear. It should be pointed out that in its earlier stages the "Manchester Trade" was predominantly a "heavy" one, consisting mainly of piece goods into which cotton entered largely in the form of fustians, calicoes in the grey, bleached, dyed, or printed conditions, together with muslins and coloured goods of the gingham kind. Allied to these were linens, woollen cloths and worsted fabrics, and, among purely local manufactures, flannels, silks, and small-wares.

As the departmental system grew, room was made for a certain selection of "fancies," but the distinction still survives that the "heavy" trade is that in which piece goods obtain most largely, and such is the description of Bannerman's, although the

York Street warehouse to-day is so well and so variedly stocked that it would be difficult to ask for any article made from cotton without obtaining it. Woollens, too, occupy no inconsiderable space, but



SIR CHARLES W. MACARA, Bt.

Chairman and Joint Managing Director:  
Henry Bannerman and Sons, Ltd.

Chairman: Manchester and District Cotton Employers' Association—1892 to 1926.

President: Federation of Master Cotton Spinners Associations—1894 to 1914.

President: International Federation of Master Cotton Spinners' and Manufacturers' Associations—1904 to 1915.

in cottons there are almost endless ranges from plain calicoes and sheetings to the most dainty voiles and muslins and mercerised lawns.

The firm, it should be stated, combines distribution with production, having its travellers in all parts of the British Isles, and has long been engaged

spindles and looms belonging to other concerns. In connection with developments on the manufacturing side of the business the firm has, also, recently purchased a large works near Manchester, capable of accommodating one thousand additional workers. Spinning processes are carried out at the Brunswick Mill at Ancoats, and weaving is done at the firm's mill at Dukinfield. The Brunswick Mill is one of the largest and best-equipped spinning-mills in the country; indeed, it has long been regarded as a model of what a cotton-factory should be.

Sir Charles Macara, the chairman and joint-managing-director of the concern, and for so long the President of the Federation of Master Cotton Spinners' Associations and of the International Cotton Federation, after reorganising the merchanting side of the York Street business, turned his attention to putting the mills on a thoroughly up-to-date footing. He was one of the first, if not actually the first, of the spinners and manufacturers of Lancashire to adopt electrical driving in the mills of which he is the head, demonstrating the wisdom of doing away with the dirty methods of steam production, and pointing to the splendid possibilities of revolutionising our great industrial centres in the interests of cleanliness and good health.

It has, moreover, been an object-lesson to the trade in many other ways. Sir Charles proved that the best and most economical way of getting current was to leave the work of generating to the local authority, and obtain supplies from the street mains, this being shown by the fact that the stoppages of work through failure of current have not aggregated more than a couple of hours in the whole eighteen years the mills have been driven by electricity. It was thought for a long time that flying dust in the carding and spinning rooms was an insuperable difficulty in installing electric motors, but Sir Charles got over this by erecting glass towers in which the motors could be housed apart, and demonstrated not only that they could be made dust-proof, but that a better production could be obtained owing to the fact that electricity gives a steadier drive than steam and consequently a greater evenness in the yarn spun.

Since the Brunswick Mill was converted, electrification has been adopted in every department where motive power was required. In addition to driving the spinning machinery by electricity, the same force is used for the sewing-machines and band knives in the splendidly equipped factory at Ancoats, now employing hundreds of women who are engaged in the manufacture of the well-known "Banner" shirts, pyjamas, ladies' overalls, aprons, and underclothing. These work-rooms, like the mill itself, are throughout electrically equipped, as are the canteens, dining-rooms, and recreation-rooms which minister to the comfort and pleasure of the workers employed.

It may be added that the firm has been a pioneer in welfare work, also, and that both in the factories and the warehouse in Manchester, all kinds of schemes are in operation to lighten work and rob it of its drudgery.

Bannerman's, it may be said, in conclusion, is one of the few concerns that has continued to be a private firm, and has been managed throughout by successive generations of the same family. Mr. William C. Macara, who is the only son of Sir Charles Macara and joint managing-director of Bannerman's with his father, is the great-great-grandson of the founder; Mr. R. H. W. Banner-



BANNERMAN'S WAREHOUSE, 33, YORK STREET, MANCHESTER.

man, director and secretary, is the great-grandson; and members of the sixth generation of this family are being trained to carry on the traditions of the firm.

The firm at the present time owns two cotton-mills, and finds employment for a large number of



*Continued.]*

too inane even for an audience of myriads of all sorts and conditions of men; wage war on the tedious deliveries of lectures; wage war on the Cockney accent of some speakers; wage war on platitudes indulged in as padding to fill the allotted span of time. Above all—and that is the pleasant part of his mission—he should lavish praise on those who deserve it, and thereby advance their careers as the dramatic and musical critic does by his reviews.

Now, I do not ask the impossible. I would not burden the critic of broadcasting with the super-human task of sitting in judgment from 4 p.m. till closing time. He should pick and choose from the daily programme that which is important enough to be analysed or brought into prominence by his appreciation, and summarise his daily impressions in a readable article, say, once a week. It is only my personal opinion, but I firmly believe that such a review would prove useful in many directions: would be informing to the general reader, would be of value to students by establishing a contact with such broadcasting speakers as are considered authorities on the subjects handled by them. But, as said above, a sound critic of broadcasting would render great service to those who are in charge of selecting the programmes. A critic who fulfils his duty conscientiously, considerably as well as consideringly, is like the special constable whose helpfulness and activity we admire so much in these days. For he is a guide, a philosopher, a friend, as well as the watchdog in his vigil; "that good order is the foundation of all good things."

So far the Jewish Drama League has given three interesting performances. Lessing's "Nathan the Wise," Zangwill's "King of the Schnorrers," and Bernstein's "Israel." This was a good cosmopolitan beginning, but the League is essentially patriotic, besides being racial, and in order to discover what manner of Jewish plays exist in our midst, or could be evolved by stimulation and encouragement, it has decided upon a competition, and the prize will be £50 in cash, and production by the League. The judges are Mr. James Agate, Mr. José G. Levy, and the present writer. The rules of the competition are as simple as they are liberal. It will be open to all writers in English—which means that the appeal is universal; it will be open to

writers of all nations and creeds; it does not stipulate for a play of propaganda, but for a play of Anglo-Jewish life in the widest sense of the word. The judges will not know the names of the competitors until the award has been given; for all plays must be sent in anonymously, with a motto on the cover and the name and address of the author in a sealed envelope. The competition will open forthwith and close on October 1. The award will be announced in the *Daily Telegraph* on the first Thursday in December. All plays are to be sent to Mr. Landstone.

When Mr. Bouchier amused record "Q" audiences with his strange adventures as a "Prince of the Harem," a very Sheikish affair of Fazil morals and manners, a little slip of a girl attracted much attention. She was the native captive and wooer of the Prince: she was as sweet as honey, as clinging as gum arabic, as undulating as a lizard. But she was more than merely pictorial: she had a touching little note of pathos in her voice: she played her part with such intensity as we admire in the Baddeley sisters, to whom she bears a great likeness. Her name is Delia Delvinna. She is an actress to be watched with interest. "She has it in her," as they say at rehearsal.

### SHIPBUILDING AND MARINE ENGINEERING.

(Continued from Page 1094.)

burners when necessary. Already considerable success has been obtained with this engine in the m.s. *Dolius*. Other firms are developing engines of the double-acting type, burning oil on both sides of the piston, whether working on the four-stroke or the two-stroke cycles. Recently, the North Eastern Marine Engineering Company, Ltd., at Wallsend-on-Tyne, demonstrated the success which they have obtained with double-acting two-stroke engines by works tests of the engines for the m.s. *Stentor*, to which they invited many of the leading engineers and ship-owners of the country. Messrs. William Beardmore are doing useful work in the development of the Tosi engine in this country, and are conducting research work on an extensive scale to obtain the highest possible efficiency with engines using crude oil.

While progress is being rapidly made with oil engines, it must not be assumed that the steam engineers are making no new strides, for one of the most important developments of this year will be the putting into service of a remarkable Channel steamer, *King George V.*, which is at present being fitted out at the Dumbarton shipyard of Messrs. William Denny and Brothers, Ltd. The introduction of the steam turbine to marine propulsion resulted in an immediate very rapid increase in the production of tonnage, in which this motive-power plant was installed, and the improvement in efficiency made possible by the introduction of gearing between the turbine and the slow-running propeller shaft resulted in similar progress. Until this year, no attempt has been made to obtain the high efficiencies with ship-propulsion machinery that are commonly obtained in electric power stations ashore. The reason for the disparity in the results is due to the limited steam pressures used at sea, the absence of superheating plant to raise the temperature of the steam to a much higher value than corresponds to its pressure, the non-installation of air-heaters for the air entering the furnaces, and other auxiliaries that contribute to efficiency. Now all this is to be changed through the co-operation of Sir Charles Parsons, Sir Archibald Denny, Mr. Harold E. Yarrow, and their firms, with the Clyde shipowners, Turbine Steamers, Ltd. In the t.s. *King George V.*, resulting from this joint endeavour, the steam pressures to be used will be 550 lb. per square inch, and the steam will be raised in temperature, by waste heat, to a value between 700 and 750 deg. Fahrenheit. The vessel has been launched, the boilers have been constructed, and tested to a pressure of over 900 lb. per square inch, and, with the turbines and auxiliary machinery, are at present being installed. With this vessel, results comparable in fuel economy with those using Diesel engines are anticipated, and the reduced cost of the machinery will, it is anticipated, result in great gains in the total running charges.

From this brief survey of the trend of development in shipbuilding and marine propulsion, it will be recognised that the resources of our island home are being utilised to the fullest extent in preparation for times of prosperity in the future for one of our most important key industries. Ultimate success is assured, and Britain will continue to maintain her lead in two industries in which she has ever held pride of place.



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Continued from page 1106.]

**Is the Gear-Box Doomed?** Ever since the advent of the motor-car, engineers have realised that the conventional gear-box is all wrong mechanically. It ought not to work, but the fact remains that it does, and, truth to tell, it



A CAR WHICH COMBINES A HANDSOME APPEARANCE WITH HIGH EFFICIENCY AND ECONOMY: THE 10-23-H.P. TALBOT SALOON.

works quite well, opposed as it is to all engineering theory and even practice. It was adopted, in the first instance, as the best compromise discoverable. It has been improved out of all knowledge, and, as I have said, works exceedingly well and has come to be accepted as a basic component of every well-regulated motor vehicle. From the earliest times, however, people have been looking for something better. I should be afraid to say how many infinitely variable gears have come under my notice during the past twenty years, but their number has

been legion. Some had their good points; some had none at all. Some condescended to work; others did not. But in the best of them all there was some inherent disability which rendered them, if not quite useless, at least disadvantageous for use in the car as compared with the hopelessly unmechanical gear-box. We should all be glad to get away from the latter were something better to be devised, but, so far, all the attempts which have been made to give us that something better have proved abortive.

Some two years or so ago, that very clever inventor, M. Constantinesco, who designed, among other things, the interrupter gear which enabled a machine-gun to be fired through the blades of a revolving aeroplane propeller, told us he had solved the problem of the gear-box with a device he called a torque-converter. This new invention was very widely discussed at the time, and, on balance, I think the general opinion was that it would not be applicable to the motor-car. According to the *Motor*, however, it is not only so applicable, but is actually very successful. That journal has conducted an extended trial of a small-engined car driven through a torque-converter, and speaks very highly of its performance. As a matter of fact, unless the *Motor's* report of the performance of this car is exaggerated—which I do not think for a moment—it looks at last to be a case of "good-bye, gear-box." I hope before very long to have an opportunity of trying this car myself, and am looking forward with keen anticipation to it.

#### All-Steel Bodies.

I am rather coming round to the view that, before many years are past, the present-day "coach-built" motor-car body will have been forgotten. It has everything against it as compared with other methods of body construction. It is heavy and expensive to construct. It squeaks and rattles after a year or so of use; while it begins to look shabby quite early in life, and is a constant source of outlay if it is always to look well. Whether its place will be taken by bodies constructed by the Weymann method, which are of wood covered with fabric, or whether the

all-steel body will come into vogue, is a matter that time only can decide. I am inclined to think that the all-steel construction will probably dominate the body-building trade. It has everything in its favour, except possibly that the lines are too much of the sealed pattern type, owing to the fact that to produce bodies cheaply they must all be of the same type and shape of panels. I don't think, however, that this is so much of a drawback as some would imagine. At any rate, it has to be weighed in the balance against the many advantages which all-steel unquestionably possesses. An all-steel body is light, to begin with, it does not rattle when it is new, and stays rattle-proof all its life. I have been using a car with an all-steel saloon body for the last two years, and there is not a rattle or squeak in it. There are no seams to gape open, no mouldings to come away, and no puttied joints to look shabby. The steel panels are capable of being very highly finished, so that the car can look well at the beginning and remain looking well, especially if properly finished in cellulose enamel. The trouble about the all-steel body hitherto has been that it has been used principally on American cars in which



IN RICHMOND PARK: A 10-H.P. SINGER SALOON.

the finish is not good, so that they look shabby after a few months' wear. People do not realise that the fault is with the painter and not the body-builder. W. W.

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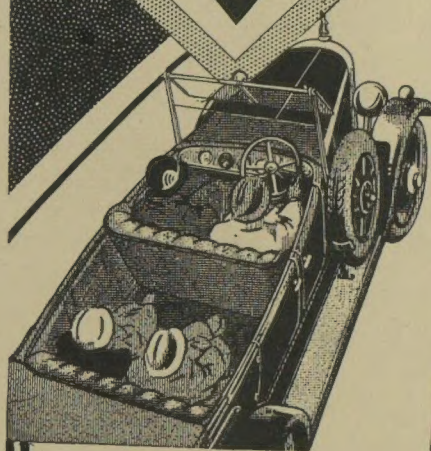
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## CHESS.

## ANSWERS TO CORRESPONDENTS.

**J BURTON** (Carofin, Ireland).—Your letter came to hand just too late to be noticed in our last issue. The Buda Pesth Defence is an adaptation of modern ideas to the Q P Opening, and runs: 1. P to Q 4th, Kt to K B 3rd; 2. P to Q B 4th, P to K 4th; 3. P takes P, Kt to Kt 5th. White has now a choice of procedure, with, as we consider, the better game.

**C R B SUMNER** (Winchester).—Your contributions are very welcome. **J M K LUPTON** (Richmond).—We regret our various omissions, which we now seek to put right. As regards the Christmas Nuts, we have a vague recollection that, much to our surprise, you gave in one case the wrong square for the piece to be moved to, but we must leave it at that. For the misprinted one, you got full credit. Thanks for your good wishes.

**ALBERT E DAVIES** (Ferry Hill).—The two-move position you submit lacks every element of problematical interest. The key-move is overwhelming, and the defence—well, unsophisticated.

**HERBERT FILMER** (Faversham).—Your proposed solution of Problem No. 3979 fails to exhaust the possibilities of the defence. How do you mate if Black play 1. — P to K B 4th?

**C A ROWLEY** (Yatton, Somerset).—Do you not think it rather late to send us on May 25 a solution we had already published on April 10? You can scarcely consider yourself as remote as Central Africa.

**DONALD V SULLIVAN** (New York).—The awards in problem competitions are often like man himself, fearfully and wonderfully made. The personal equation of the judges is an unusually large factor in many cases.

**P J WOOD** (Wakefield).—We read your letter with much regret, but trust your health is only temporarily affected, and may soon be fully restored, so that you can again favour us with your contributions.

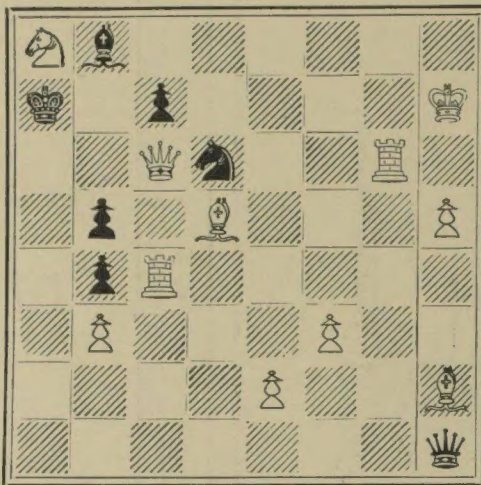
**CARL G BROWN** (Ancon, Panama Canal Zone).—Thank you for your complimentary letter. We should be only too glad to do all you wish—if we could. Problems like No. 3977 are not found in every oyster that is opened.

SEVERAL correspondents call attention to a mistake in the published solution of No. 3977. Black's defence in the first variation should have been given as: 1. — P to B 4th; not P to Q 4th, followed by: 2. Kt to B sq (dis ch), not Kt to Kt sq.

CORRECT SOLUTIONS OF PROBLEM No. 3975 received from R E Broughall Woods (Northern Rhodesia); of No. 3977 from J M K Lupton (Richmond); of No. 3978 from J M K Lupton (Richmond), Donald V

Sullivan (Rochester, New York), and S A Hawarden (Benoni, Transvaal); of No. 3979 from R P Nicholson (Crayke), O H Vivash (Barnwood), F J Fullwell (Caterham), T E Pearce (Bournville), J C Kruse (Ravenscourt Park), Mrs. Lepa Nintchitch (Marseilles), J Barry Brown (Naas, Kildare), Albert E Davies (Ferry Hill), and Horace E McFarland (St. Louis, Mo.); and of No. 3980 from W Kirkman (Hereford), A Edmeston (Worsley), H W Satow (Bangor), J P S (Cricklewood), G Stillingfleet Johnson (Cobham), C H Watson (Masham), P Cooper (Clapham), J M K Lupton (Richmond), C B S (Canterbury), L W Cafferata (Farndon), Rev. W Scott (Elgin), J Hunter (Leicester), E G B Barlow (Bournemouth), and S Caldwell (Hove).

PROBLEM No. 3981.—By C. B. S. (Canterbury).  
BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3979.—By T. K. WIGAN.

WHITE  
1. K to B sq  
2. Mates accordingly.

BLACK  
Anything

Two-move miniatures are rare; the field of action is so limited and the difficulty of introducing variations so considerable. The composer here has happily overcome these obstacles with a position that is both attractive in appearance and pleasing in solution. Numerous solvers record their approval of its freshness.

## CHESS IN RUSSIA.

Game played in the International Masters' Tournament at Moscow, between Messrs. F. D. YATES and C. TORRE.

(French Defence.)

WHITE (Mr. Y.) BLACK (Mr. T.)  
1. P to K 4th P to K 3rd  
2. P to Q 4th P to Q 4th  
3. Kt to Q B 3rd Kt to K B 3rd  
4. B to K Kt 5th B to Kt 5th  
5. P to K 5th P to K R 3rd  
6. B to Q 2nd

White has here a choice of replies, but probably the one he adopts is the safest against an aggressive opponent.

6. B takes Kt  
7. P takes B Kt to K 5th  
8. Q to Kt 4th P to K Kt 3rd  
9. B to Q 3rd Kt takes B  
10. K takes Kt

The position of the King is by no means prejudiced by this exchange. He is well entrenched, and strongly guarded in every direction.

11. P to K R 4th P to Q B 4th  
12. R to R 3rd Kt to B 3rd  
13. P takes P P takes P  
14. Kt to K 2nd Q to K 2nd  
15. Q R to Kt sq

Bringing his heavy artillery into action with marked effect.

16. R to B 3rd Kt to R 4th  
17. R to B 6th Castles Q R  
B to B 3rd

WHITE (Mr. Y.) BLACK (Mr. T.)  
18. Q to B 3rd R to Q 2nd  
19. Kt to B 3rd Q to R 6th  
It is difficult to discover the purpose of this move. It has not even the defensive quality of a counter-attack, and so far is it from restraining White's activity that it actually makes his assault more effective.

20. Kt to Kt 5th Q takes R P  
21. Kt takes P (ch) K to B 2nd  
22. Kt to Kt 5th (ch) K to B sq  
23. R to Kt 4th Kt to B 5th (ch)  
24. B takes Kt P takes B  
25. Q to B 3rd B takes Kt  
26. R takes B K R to Q sq  
27. R to R 5th

A delightfully cool reply. He can accept the check of the doubled Rooks with impunity.

27. R takes P (ch)  
28. K to K 3rd Q to Kt 8th  
29. R to R 8th (ch) K to B 2nd  
30. R takes P (ch) K to Kt 3rd  
31. Q to R 5th (ch) Resigns.

The English master has shown excellent form throughout the game; but his opponent scarcely rose to the level of the reputation he acquired in the course of the tournament.



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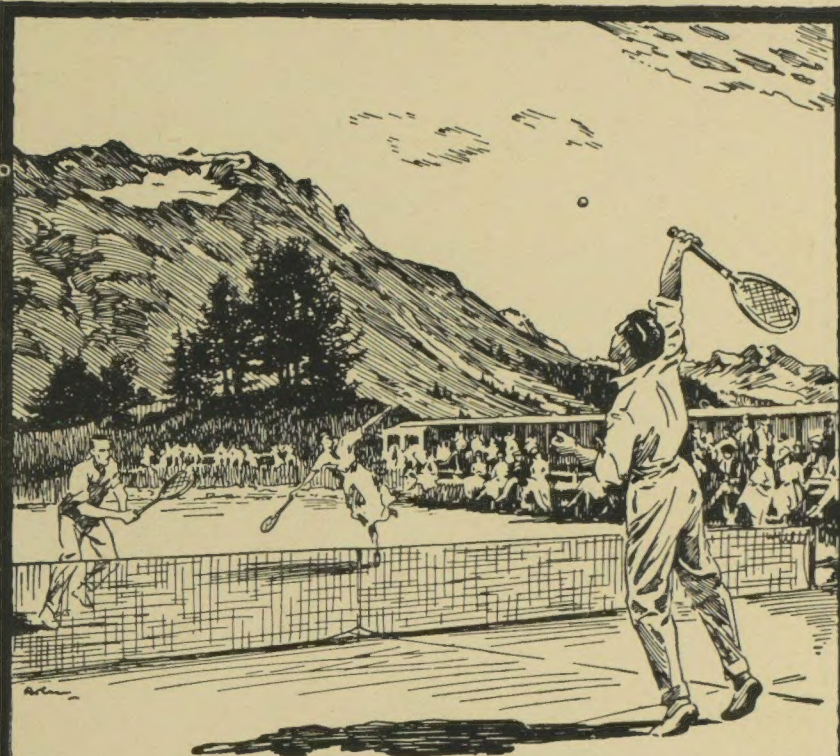
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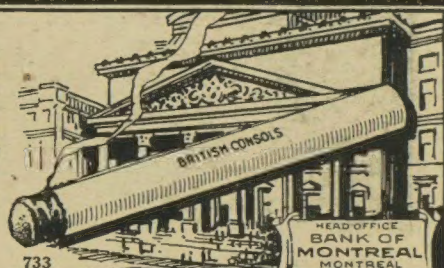


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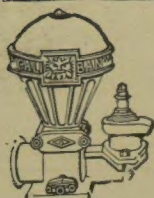
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